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**THE NAVY.**

“Aucun chemin de fleurs ne conduit pas à la gloire.”

I congratulate the navy and its friends on the fair prospect which at length dawns upon it. The bill, which has just received the sanction of Congress, places the officers of this heretofore neglected branch of the military service of the country, on a footing of comparative pecuniary respectability. Now, the navy officer, who is ordered to prepare for a long and painful absence from his home, is relieved from the depressing conviction that, although his employment is honorable and his responsibilities great, his emolument is so small that he must shrink from the kind courtesies of his equals in rank in other services, because he cannot reciprocate them; that he must toil on through his arduous three years cruise, without any of the alleviations which a generous and well-regulated hospitality would afford, because his scanty pittance will barely supply his own wants, and leave nothing for such gentle interchanges. But now, thanks to the generous zeal of Mr. WATMOUGH, and the enlightened liberality of Congress, the navy officer can confidently meet his equals in rank in other navies, without the depression that must always arise from a sense of pecuniary inability to reciprocate offered kindnesses. This is well, and I repeat to all who feel an interest in the navy, my congratulations on the oc-

casion ; it is an earnest that the representatives of the people are alive to the interests of this safest and best defence of the nation.

But let not the honorable chairman of the select committee think that, because he has relieved the pressing necessities of the officers, he has done all for the navy. Most sincerely do I regret, that he will not be in the next congress to follow up a work which he has so nobly commenced. Let us hope that he will yet have an opportunity to turn his enlightened attention to its *administration*. There he will find radical defects, and until they are remedied, though much has been done to relieve individual suffering, nothing will have been done for the permanent good of the navy.

The sagacity of the English government early led it to the adoption of the two great principles, which have nourished and sustained her naval glory. I mean, a liberal compensation to, and provision for, her officers and seamen, and a strict accountability. In the first, we have at length made some progress ;—in the latter, we are lamentably deficient.

But let me not be misunderstood. By strict accountability, I do not mean the accountability that is rendered at the Fourth Auditor's office—an accountability of dollars and cents ; that is strict enough, even to the "letter of the bond," and I hope it will ever be so. But I speak of military accountability ; that which makes the officer feel that he holds his commission by a severe tenure : that he must keep constantly in view his high calling : that his conduct must be regulated by something

" Beyond the fixed and settled rules  
Of vice and virtue in the schools ;  
Beyond the letter of the law. "

He should know that any deviation from the straight path of honor will be fatal to him : that the finding of a verdict against him by a court of his brother officers will sweep him forever from his place on their honorable roll.

Has such been the administration of the Navy, of late years ?—I appeal fearlessly to the records of the Department for an answer. How many well-founded reports against officers have been smothered from the miserably mistaken idea that "the frequency of courts martial is injurious to the service?" How many convicted officers—convicted too of high moral and military offences—have been restored to the service from political motives, because the delegation of a powerful state has interceded in their behalf? Or from the flimsy pretext that some unimportant irregularity has been discovered in the proceedings of the court? How often have law and justice been thus thrust aside, and the discipline of the navy trampled under foot? Could a RODNEY, a NELSON, or a COLLINGWOOD, have been made in such a school? and if this system is continued, shall we not in vain look for future DECATURS, LAWRENCES, PERRYS, and MACDONOUGHS?

I hope some abler pen than mine will take up this subject, and that a stop will be put to a system—for it has become a system—under which every navy must sink into worse than uselessness,

How much will that Secretary deserve, how certainly will he secure, the admiration of posterity, who (rising above party, and shutting his ears to solicitations) shall close the door of return to the convicted offender, and make the navy officer feel that his commission is indeed a badge of honor, a certificate of an untainted reputation.

In elucidation of this subject, I will call attention to the decision on one of the cases tried by a court martial at Norfolk in August last, as published in the Military and Naval Magazine for December. We are, of course, to take it for granted, that information given to the service in such a shape is official, or at least from an official source.

It seems, then, that master commandant THOMAS M. NEWELL was sentenced by the court for various offences, such as "unofficer-like and ungentlemanly conduct"—"oppression"—"neglect of duty"—etc., of a part of which he was found guilty, and sentenced "to be placed at the foot of the list of master commanders of his own date,"—and "to be suspended for five years." He was tried twice, three separate and distinct sets of charges having been preferred against him, by officers under his command. The proceedings of the court are *approved* by the executive, thereby establishing their legality; but the sentence of degradation is remitted, "as unusual and improper," and the suspension reduced to two years, which remains the whole and sole punishment for such flagrant offences.

Let us examine for a moment the reasons given for remitting the sentence of degradation—"it is unusual and improper." The first reason is so futile, that nothing but the grave manner in which it comes before us, entitles it to the smallest respect. It is unusual. Granted—and God forbid that the navy should ever become so demoralized as to make degrading punishments *usual*. No American has ever yet been sentenced to death for basely deserting his quarters, while engaged with the enemy; but should one ever be found so craven, and such a sentence be passed, as it unquestionably would be, will it be remitted because it is unusual? I trust not; yet the reason would be as good as in this case.

The other reason assigned, that the sentence was "improper," deserves more notice. Let us then enquire, what reason the members of the court had to suppose that such a condemnation would be placed upon their sentence. On the 26th September, 1831, the then Secretary of the Navy (Mr. Woodbury) issued a circular to the captains in the navy, in which he gives some views entertained by the President and himself, in relation to the discipline of the service, and expresses a wish that the officers may be governed by those views. A part of the circular is in these words:—"And that in the case of offences by officers, which, it is hoped, their well known high sense of duty and honor will prevent from becoming frequent, a system more remedial should be adopted, by sentencing to a reduction of rank and pay, or to a suspension from promotion, rather than to a suspension from active service."—

Here it will be seen is an official recommendation from the President and Secretary of the Navy, to courts martial, to pass the very sentence which is now condemned as "improper;" and the part of the sentence which the circular impugns, is the only part retained and so far carried into execution—viz: suspension from active service.

Again—a board of captains was appointed under a resolution of congress of the 19th May 1832, to revise the regulations of the navy. This board, consisting of five of the most experienced officers, submitted to the President, through the Secretary of the Navy, a revised code of regulations, embracing the law for the government of courts martial. Now, one of the punishments recommended by this board to be inflicted upon officers, is in these words:—"loss of rank by placing him lower on the list of his grade." The Secretary of the Navy approves the revised code, and the President sends it to Congress on the 2d May, 1834, with the following message:—"These regulations are approved by me, and if adopted in the form of laws, appear well suited to the present and future exigencies of that important arm of national defence." It must be recollected that it is not pretended that the sentence was illegal, but that it was only "unusual and improper." It is "unusual," and I trust ever will be, for an officer of the navy to deserve degrading punishment; but that is no reason why it should not be inflicted, when he does deserve it. On the contrary, such a rare instance should be made use of as a beacon to the junior members of the service. But, it is "improper." In whose opinion, let me ask, is it improper? Certainly not in the opinion of the senior officers of the navy, the best qualified to judge of, and the most interested in, the discipline of the service; for five of the most experienced of them have expressly recommended it in the revised code; and a court, the majority of which was of the highest rank, passed the sentence. Not in the opinion of the Navy Department; for as far back as the 26th September, 1831, we find the Secretary recommending it by a circular, as his wish and that of the President; and again approving it in the "revised code." Not in the opinion of the President, as is proved, besides his wish expressed in the circular, by his message to Congress of the 2d May, 1834. It is sanctioned, moreover, by precedent; for similar sentences have been approved and carried into execution within the last few years; and it is common in the service from which we are, with great propriety, fond of drawing our precedents.

But, perhaps, it is improper *in this particular case*; and if so, we must look for some especial and particular feature, which distinguishes it from all others. But this task, I will leave to some other pen, with the hope, that it will be found neither in political favoritism, nor in the private and local partiality of a cabinet minister.

A. B.

[Continued from Vol. IV., p. 34.]

### FIRST CAMPAIGN OF AN A. D. C.

#### No. XII.

The wine having been exhausted, and with it the patience of the General, who was log-housed at Salmon creek, he suddenly came to the determination, after dinner, of quitting his embargoed flotilla there, and making a land tack for Sacket's Harbor, where it was apprehended that the commander-in-chief was fretfully awaiting the tardy arrival of his forces. He was conscious of having had no hand in the storms which impeded the progress of his brigade, and of having run some imminent dangers in order to get ahead; but he feared that no excuses would save him from a rap over the knuckles, and believed that it would be best to show himself, at least, at head quarters as soon as possible, the ill-humor of commanders-in-chief being known to fester in a geometrical ratio when once it begins to gather. What might have been only a slight rebuke yesterday, becomes a severe reprimand to-day, and may be an arrest to-morrow.

We were some twenty miles, or more, from Sacket's Harbor. This was a long walk for legs accustomed to have a horse between them, and the place showed no promise of an animal of that kind. But fortune stood our shanks'-mare in good stead at this time. Two runts of poneys were reported by our scouts to be lurking on the creek above, drawn by curiosity or hunger in our neighborhood just at the opportune moment of our necessity. Orders were immediately given for their apprehension, and in due time they stood before us bitted and caparisoned in a style which would have been highly flattering to their vanity, had they been susceptible of such a feeling. Their forms were short and scrubby, their manes long and entangled, and their hides had probably never felt the wholesome and mandatory friction of a currycomb. The saddles and bridles which were now fitted to their dwarfish dimensions, were those which had been wont to adorn our proud and beautiful chargers, then on their way by some inland road to Sacket's Harbor, and the fit was like that which would have been made had we put our military hat and coat on one of the dirty and ragged little urchins who were then, with ourselves, laughing at the ludicrous appearance of the poneys. It was necessary to take up the lashes, girths, and martingales, many a hole which the saddlers had never expected would come into play; and the latter article, notwithstanding all our efforts, still had such a superfluous length, as to seem more for ornament than for use. At last, however, all matters were adjusted, when the General and his A. D. C. were mounted, and moved off, leaving the flotilla behind, with orders to put forth the first favorable moment. The white-caps then abroad did not promise that such a moment was near at hand; but hope

springs eternal in military as well as every other breast, and a speedy reunion was confidently expected.

The vehemence of the late storms had beaten down the sands of the beach into a consistency so solid, that we appeared to be moving over a smooth terrace of slightly elastic stone. Our little beasts, as if they were determined to show us that their spirits were large enough, and to reprove us for our merry-making at their expense, reeled off the yarn of the journey with most surprising and mettlesome velocity. Our boasted chargers, had they been side by side, would have been obliged to stir their stumps in order to keep pace with them. With their heads well protruded and necks somewhat depressed, so as to form a gentle slope from the withers to the nose, and their tails between the legs, (for they had never been nicked,) they carried us onward with a briskness and facility, that put us in good humor with all things, particularly with them; and we mentally resolved that if oats were to be had on the route, they should have their fill of them, even if our own chargers were stinted in consequence.

The eastern curve of Mexico Bay is formed by a neck of land called Horse-shoe Neck, or something like it; a promontory that juts out into the lake several miles, and has here and there high and precipitous shores of rocks. As we approached the base of this promontory, the sun was about to set, and to withdraw his light just as we were most likely to need it. We had been told to keep the beach all the way to Henderson's Bay, which lay on the other side of the neck; consequently our course was around the termination of this neck. Though then some few miles distant from that point, we could distinctly see that the waves were dashing over the rocks there with great splash and violence, occasionally breaking thirty or forty feet into the air; and we could not bring our minds to encounter the hazards of being slammed against them, or lifted up, man and poney, like a chip, and thrown over the top of the ledge. We still, however, moved on, to see if there were any mistake in our view, until we had the most satisfactory proof that farther progress in that direction was out of the question, unless we could wrestle with breakers that would have handled an elephant like a muskrat. Without hesitation we came to the 'bout face, and were retracing our steps in much uncertainty of purpose, the shadows of eve settling fast upon us, when, near the foot of the promontory, we discerned a path which we conjectured might, by chance, lead towards our destination. We turned into it as Hobson's choice, being equally resolved not to return to Salmon creek or to try the route around the neck. But we soon found that, although the lesser evil of the three, this middle way was utterly impracticable at that hour of the twenty-four. The trace might have been visible by broad daylight, but none but a cat's or an owl's eye could detect it under such an umbrageous canopy, where the darkness of night seemed to be deepened an hundred fold. As eyes were no longer guides, and we had to follow the nose, the General took the lead at first, his nose being the

more red of the two. But he was almost immediately brought not only to a halt, but to a recoil, by a low bough, which, as his poney kept on a step or two after he had been stopped, swept him clean out of his saddle on to the croup. It was some minutes before the horse could be made to retrograde so as to bring his rider's seat into its proper place again; when younger eyes boldly took the advance, in the presumption that they were such optics sharp as could see what was not to be seen. But we had not moved ten steps in this inverted order, when my face was switched by another bough with such force, that for a moment I thought both my eyes had met the fate of the man who jumped into the bramble-bush. Both of us being now convinced that we had neither eyes nor noses which could be safely trusted in the emergency, after a moody silence of some minutes, we concluded to dismount and bivouack for the night.

We had our martial cloaks to wrap around us, but we had omitted to furnish ourselves with ammunition for our pistols, by means of which we might have enkindled a fire, a most desirable comfort under an open sky in October. We gathered leaves and decayed sticks together, but the late rains had saturated every thing with moisture, and they were as incombustible as ice. We snapped our pistols over and over again, but the flints would show a hasty spark, and straight be cold again. We at last desisted from all further attempts to mend matters, and the General sat down doggedly on the ground, remarking that he wished some folks would think of ammunition next time. "I will charge my memory to charge the pistols hereafter." "Pshaw!" said the General; and there was a long pause. "General, did you ever read the story about the children in the woods? Do you think there are any red-breast undertakers hereabouts?" "Nonsense! Mind your poney. He is eating up my hat." "Perhaps you have that weed upon it, General, which was put on for"— "Hush! I hear somebody coming." It was true that steps were heard, but whether made by two feet or four, we could not at once determine. But they soon were made out to be those of a biped, taken in full confidence of knowing the path. As Mr. Somebody came near, he was hailed so sharply and unexpectedly, that he would have fled for life, had not his trembling knees refused all assistance. A few words, however, assured him that neither wild beasts nor enemies beset his way; and, after a little explanation, he most cheerfully undertook to conduct us to better entertainment for both man and horse than were promised by our bivouack. This he most faithfully performed, by bringing us, after some hours of hard groping, to a log hut, where we found plenty of boiled pumpkin and milk, and as much hard floor to lie on as we chose to occupy; while our poneys also had something better to nibble at than the weed on the General's hat.

The next morning found us at Sacket's Harbor, which was full of soldiers and of mud. We waded (for when one sinks up to the knees it is not walking,) through the streets to head quarters,

when the General went in to the Commander-in-chief, in order to receive his rap over the knuckles. He soon came out again, with a twinkling eye and a flushed cheek, as if those raps had been rather hard.

The senior generals in those days were not urbane to superfluity. Perhaps they had heard that Napoleon was occasionally harsh, and even rude, to his officers of rank; or they may have thought that revolutionary services conferred a dispensation from the ordinary rules of military courtesy. Whatever may have been the cause, there is no doubt of the fact that some of the commanders-in-chief of 1813 were so habitually discourteous in their intercourse with their immediate subordinates, that most of them preferred going into battle to going into their presence.

But reprimands were forgotten, in the satisfaction we felt in learning that our chargers had reached Sacket's Harbor in safety, and we gladly turned from head quarters to the stable where they were to be found. I had been throughout the previous part of the campaign so constantly in the saddle, that my own legs had been almost superseded by those of my horse. I had become a sort of a quadruped, and regarded him as being something like a part of my nether self. The separation from him, therefore, had been like the amputation of limbs, independent of the loss of the hourly sight of his glossy black form and dog-like pranks, which had been my pastime; and when I saw him once more, I threw my arms around his neck, and leaned my cheek on his flowing mane, with a full and throbbing heart. He could not return my caress in kind, but he seemed conscious that he was patted by a familiar hand, and that he heard a familiar voice.

And yet I thought there was a mournful expression in his large eye, which must have missed, during the few days past, the attendance of his kind and faithful keeper, by day and by night, throughout all the vicissitudes of the previous part of the campaign.—When we left Boston, in the spring, an ostler was taken out of a dragoon company there, who had been recommended as a most accomplished hand at the currycomb. His officer had then recently recruited a company of horse in that city with surprising rapidity. He was a judge of horseflesh and horsemen. He in the first place enlisted or hired four trumpeters, and then paraded the streets, with this quartan band always in advance, and announcing his approach, like majesty about to appear on the stage, by loud and prolonged flourishes on their instruments. Coachmen, draymen, and ostlers, found the enticement irresistible. They fell into the officer's train, like so many needles pursuing the track of a loadstone. Boston then regarded the war as unnecessary if not unrighteous, and considered every man taken out of her population for the frontiers as little better than being kidnapped. Every coachman, particularly, the very essence of equipage, was drawn from the box like an eye-tooth from the mouth of his wealthy master. But they grinned and bore it; and coachmen, draymen, and ostlers, were all sooner or later swept into the vortex of war.

The ostler who accompanied us was among the first to be on his march. Becoming soon attached exclusively to me as an humble equeiry, he found in my horse a substitute for all his quondam pets of the stall, and conceived an affection for him which, as it proved, was strong even unto death. He had been an invalid for some time; and, when we were about quitting Fort George, it was determined that he should embark in the boats, and leave his charge in new hands. But he would not be divorced from his favorite, and said he could live longer on his back than any where else. As it was thought possible that the land journey might be beneficial, his wishes were complied with.

The ride to Utica was full two hundred miles; and, although the horse had a cradle-like jog, yet the invalid was found, sometime before that distance had been accomplished, to be doubling down on the pommel of the saddle in diminishing strength, but still clinging to it with persevering tenacity, as if he were determined that it should bear him to his grave. While the onward motion of the horse continued, the life of the rider seemed also to move on in sympathy; but the moment the party came to a halt at Utica, the poor fellow bowed down his head on the neck of his horse, with just strength enough to clasp it in his feeble arms, and thus stay for a moment his helpless fall to the earth. Before any help could be extended to him in the confusion of a halt, he had tumbled flat on his back beneath the horse's head, which he drew down close to his face by the hand that still held on convulsively to the reins. The animal appeared to be nothing loth to meet thus closely the affectionate look of its prostrate rider, as if conscious that that look was the last; and the dying man was said to have closed his eyes with an expression of contentment, at this seeming proof of requited fondness.

When made acquainted with the circumstance, I lamented the bereavement which myself as well as the horse had sustained; well knowing that if the horse was the first in his esteem, I had the second place.

Bidding adieu, without regret, to Sacket's Harbor, we returned to Henderson's Bay, where, much to our joy, we found our flotilla had arrived before us, and whence we were to embark for Grenadier Island, about eight miles on the route to Kingston, U. C. All the troops, both from Fort George and Sacket's Harbor, were to concentrate there, for those ulterior operations which still remained, so far as most of us were concerned, in the womb of time or the breast of the commander-in-chief. Quite indifferent as to the whither and the whether, we only asked fair weather. We had been buffeted with storms until patience was at its uttermost, and we were almost persuaded that the elements had enlisted on the side of the enemy.

But the sun did shine out long enough that afternoon to entice us again on the water, when the scattered clouds formed close column of attack as usual, and gave us a volley of wind, that threatened to submerge the flotilla even on the threshold of its

destination. But a kind Providence, who holds the waters in his hand, upheld us likewise on their surface, and we at last glided into the little harbor of the island with every boat and man told.

This miniature haven is formed with singular beauty and fitness. It would seem that two currents of alluvion had been swept around the island, which, however, were prevented, by some counter-current or eddy, from depositing themselves together on the other side; but were directed out, perhaps by hidden ledges of rocks, so as to form two arms, each with an inward curve, and nearly meeting at some hundred yards from the shore. Luxuriant willows had sprung up on both, and kept out the force of the winds, while the waves were equally excluded; thus making a quiet, snug little nook, where all the elements were in profound repose, while abroad all was uproar and agitation.

As soon as we struck the shore, and were informed where our brigade was to be encamped, every thing was disembarked with joyful alacrity, and in a short time both man and officer was sitting comfortably under his canvass, with a fire blazing before him large enough to roast an ox. Some twenty or thirty acres of the island were cleared and under cultivation, while the rest was a dense forest. There was a farm-house at hand, which was of course appropriated by the commander-in-chief, no doubt with the full consent of the farmer and particularly of his daughter, who happened to be the only female at that time on the island. This damsel, who had at least the beauty of youth, at once became the cynosure of several thousand eyes, and was the object of more interest and admiration than often falls to the lot of the most dominant city belle. She was styled the Lady of the Lake. The unexpected incense thus offered up to her few charms almost turned her head. She seemed to imagine herself suddenly converted, by some military magic, from a Cinder-breech into a Cinderella, and flaunted about in her linsey-woolsey gown and checked apron, with more airs than many a lady feels authorized to assume, even when arrayed in lama and tule. She would not speak to a colonel, would hardly look at a captain, and would almost spit in the face of a subaltern, who hazarded a side-long glance of admiration.

The father deemed it prudent to stand sentinel over her, nor quitted his post, until he found that his cattle, which he had driven out of sight into the woods by way of security, were fast being turned into fresh beef, and disappearing down the soldiers' voracious throats. He came hurrying along the line to the different generals and colonels, entreating them to take each a good milch cow under their friendly charge, for the benefit of their tea and coffee, his barn being open for whatever fodder might be required. There was both justice and advantage in such an arrangement, and a fine full udder was tethered near our tent, which greatly enhanced the zest of our subsequent breakfasts and suppers. In this way several of the cattle of the poor farmer were *taboos* and saved, but not until many more had gone whence no cattle ever returns.

Time hung very heavy on our hands while cooped up in this island by the unrelenting storms. Almost every body became moody and bilious; and any animosity which had been brought concealed upon it, was sure to fester and break out in such a moment of dulness and inactivity. One or two old quarrels were renewed, and some new ones were got up. Our brigade fortunately had a tent which was the scene of constant good humor, and which sent out its happy influences to many others. Two wall-tents had been pitched together by their hospitable and kindly occupants, the inner one being strewed over with a carpet of fresh straw, which afforded a most luxuriant lounge. Whatever bickerings were disturbing the quiet of other quarters; whatever storms were raging abroad, all was jocularity and kindness within these canvass walls. Whoever felt his spirits flag in the solitude of his own tent, repaired to this, where they were sure to rise in sympathy with the buoyancy of others. The joke was cracked, and the song was sung, "Old King Twine" being encored many a time and oft, until we all had caught sufficient of the merry strain to join in general chorus. If those were tempted, in the freedom of the moment, to sing, who had never sung before, what we may have lost in music we gained in laughter.

At last, after many days' delay, the morning held out some promise of abatement in the storms. The sun cast a hasty glance down on the commander-in-chief, who immediately embarked for the fleet at anchor not far off, and directed all of us to follow for the St. Lawrence. The *general* was accordingly beat, and all were nearly on board the boats, when a snorter of a snow-squall came up, which at once covered the ground we had just vacated two or three inches thick, and filled the whole atmosphere with such a feathery mist, that put a stop to all further movement. No predicament could be more unfortunate. We could neither go forward nor back, neither could we be comfortable where we were. But the latter seemed to be the only alternative, and each one made the best of it; the soldiers huddling together in the boats like so many broods of chickens, in order to get at least the comfort of bodily contact, and the officers betaking themselves to such shelters as chance threw in the way, or ingenuity could supply.

While the general was being beat, two wall-tents of our brigade were observed to remain standing, when all others, according to rule, fell with the last roll of the drum. The slovenly irregularity of its occupants was remarked upon at the time, but, in the hurry of embarkation, no farther notice was taken of it. While we were seated in the boats, after the snow storm had come up, gathered into as small a compass as possible, patiently permitting the driving sleet to settle on us as it might list, the officer of this standing tent came down, and laughingly said that, being informed by his almanac what was brewing in the heavens, he had taken the liberty to turn a deaf ear to the last roll of the drum, in order that he might have a shelter in reserve for his general, whom he now invited to share it. It was not a moment to quarrel with comforts,

and the negligence of the officer was excused in consideration of his meteorological foresight; the general confessing that no officer was bound to strike his tent, who could positively foresee, either by help of his sagacity or his almanac, that he would be called upon to occupy it fifteen minutes afterwards.

The next morning renewed the atmospherical promises of the preceding day; and, as no change could be for the worse, we launched once more on the treacherous waters, each one feeling a sort of hydrophobia when the past soughings and dangers were recollected. We were soon passing by the fleet at anchor not far below the island, and steered for the entrance of the River St. Lawrence, Kingston being to be left for a more convenient season. It was no doubt prudent to pass it by, as Sir James Yeo was there at the time, and the place was said to be otherwise well provided with defences. Anxious as we all were for a fight, we were willing to put the evil day farther off; besides, Montreal was higher prey than the capital of Upper Canada; so we all passed on, contented that the commander-in-chief had resolved to omit Kingston in his present plan of operations.

Not far within the St. Lawrence are the "Thousand Islands." The name is probably founded on guess-work, as no man has undertaken to add up the sum. But there is no doubt they equal that number. They are generally small, and not far apart. When the waters of Ontario were forcing their way towards the ocean, a stubborn barrier of rocks must have been found at this place, of materials, however, as it would seem, of unequal tenacity and capability of resistance; and, as the torrent swept over it, the more friable parts must have given way, leaving a thousand or more nodules which could not be abraded. The current, naturally checked and contorted by these obstacles, would rush past them in angry eddies, constantly wearing off projections and angles, until it should find a comparable smooth and unobstructed course. An armistice may then have been concluded between the antagonist elements, as matters have doubtless been suffered to remain pretty much as they are now through many ages. The islands have probably lost little or nothing during that lapse of time, neither have they gained much in dimensions, as no alluvion could take hold on such wall-like precipices, in such a current. Vegetation has taken possession of most of the tops, and in most instances risen into a growth of trees, seldom, however, encroaching on the sides, unless it be in the case of some creeping vine that hangs down a festoon, or some thirsty and flexible tree bending over its pensile branches, in order just to sip the stream.

When we approached these picturesque and beautiful groups, the hour was most propitious, as a bright afternoon sun (for the sun did at last shine in unclouded brightness,) threw upon them just that kind and degree of light which a painter would have called the happiest and the best suited to give them brilliant coloring and bold relief. Not a tint could have been sent down from heaven, not a shade could have been added by earth beneath, to

heighten the embellishment. We all of us would fain have slackened sail, or lingered on the oar, to enjoy it leisurely, and chided the current which hurried us along with such unwelcome rapidity.

The commander-in-chief had arranged on paper, with the most perfect precision, the relative manner in which the flotilla of more than two hundred boats should move, and he perhaps saw no difference between a sheet of paper and a sheet of water. But he must have forgotten not only the winds and the waves, but particularly the "thousand islands." Every thing went on pretty orderly until we came within the varied currents which sweep, with all degrees of velocity, between these islands. As no one channel could accommodate more than a portion of each regiment or brigade, stretched out in line, the boats steered into such as were most directly a-head. Those which hit upon one of much breadth, went on without great acceleration, while others, which fell into the narrower, were caught as it were in the sweep of a mill-tail. In five minutes all was higgledy-piggledy, and the whole paper arrangement had been disturbed, the last being now in many instances the first, and scarcely a single boat, when all had emerged into more quiet waters, finding itself in the neighborhood of its proper fellow.

But as the dusk of evening closed in upon us, we all found ourselves, right or wrong, at Gravelly Point, where we disembarked; and, joining the dislocated parts together, encamped in proper order. It was known that some of Sir James Yeo's vessels were down in our then vicinity, and it was not known what movements our own commodore proposed to make, when he should weigh anchor where we had left him. The night was dark enough even before our fires were made; but when we had collected all the posts and rails at hand, (shame on us! but the woods were some little way back, and time was short,) and we had an hundred fires sending up their bright flames into the shadows above, not an object could be seen, either on land or on water, beyond the scope of their illumination. It was therefore with much anxiety that we heard, while these fires were at the brightest and the outer darkness at the deepest, splash after splash in the river abreast of us, which told every ear that anchors were being cast there. Every breath in camp was probably held for a few moments, until the vessels, having time to swing around, should bring their broadsides to bear, and reveal their true character, either by the silence of a friend or the *salve* of an enemy. We were all there like so many illuminated targets grouped around the fires, with not even the shelter of a fence between us and the river, having thrown them down and set them in a blaze, to light us, perhaps, to our own destruction. A few broadsides of grape and cannister among us, under such circumstances, would probably have left scarcely a soul and body together in the encampment.

The time having past within which we had a right to expect such a *salve*, had Sir James been paying this evening visit, we all began to breathe again, though not altogether freely, until a boat came on shore and announced the arrival of our own welcome Commodore.

## THE GRENADIER.

Le premier qui fut roi, fut un soldat heureux,  
Qui sert bien son pays, n'a pas besoin d'yeux.—*Voltaire.*

It was a common saying of Frederick of Prussia, that, if Mars were to chose his body guard from the inhabitants of this world, he would probably select them from the French grenadiers. Whether this expression of the great master of the profession, was designed as a passing compliment or not, it is certain that among them were signs displayed of that spirit, which so preeminently distinguished the fearless and the brave; which produced those extraordinary feats, approaching the 'beau ideal,' of ancient chivalry, and gave to their achievements an air of romance.

At the breaking out of the first revolution of France, there arose among certain classes of men, those who perhaps would have never lived beyond the common sphere of their humble walk, had it not been for the singular events, which led to the development of their natural capacities, and paved their way to fame and immortality; among them was the subject of this brief notice.

THEOPHILUS MALO CARRÉS DE LA TOUR D'AUVERGNE, commonly known as the 'first grenadier of the French army,' was one of the most remarkable warriors of his time. Accustomed from his youth to the severest privations and hardships, his robust constitution was adapted to the active service of the field. Having embarked in that calling in the prime of life, he became a noted leader in 1792, when at the head of the grenadiers in Savoy, he performed those daring manœuvres, which astounded all the army, and placed his name upon the rolls of distinction and renown.

In tracing from recollection the character of this 'grenadier,' we are constrained to pause; not knowing which to admire the most; his generous bravery, evinced on all occasions, or the unassuming demeanor and extreme modesty which never for a moment forsook him even in the midst of victory. The first time he undertook to guide those under him, to attack an overwhelming force, some almost refused to obey, and called him an old royalist. But when, with a reconnoitring party, he routed ten thousand Spaniards, and took a number of prisoners, they were confounded; immediately afterwards, they came trembling to apologise, but in the presence of the grenadiers he addressed them mildly. "This lesson ( said he ) will be a warning to you; you will be more docile and have more confidence another time."

The brilliant conquests and signal victories over the enemy, drew forth the attention of the government, which tendered him a colonel's commission in another regiment; but he returned it without having accepted it, as will be seen by the scene which followed in the midst of his grenadiers. "My comrades, ( said he ) I want your advice and counsel." They smiled. "It is very true, ( said he ) I have often given you good advice, and I now

ask it of you. The government have sent me the brevet of colonel, shall I accept it, my lads; what think you? Melancholy sat on every countenance; at length one said: "certainly, captain; for even a higher rank is due to your merit; but pardon our tears, we shall lose our father!" "Then my boys you are satisfied with me?" "Satisfied is too weak a word," was the reply. "And I too, my brave lads, I love you like my own children; I wanted to have your opinion; I know it; I will send back my commission." "But captain, —" "Not a word, I will do it; you must all dine with me to-day." After the repast, "Now, (said he,) let us swear never to quit each other." The whole repeated the oath, amidst the most tumultuous joy.

D'AUVERGNE was greatly annoyed by the brevets sent him after every action, in which he fought at the bayonet's end. In this Bonaparte tormented him continually. He was satisfied with the honor of being called the 'first grenadier of France,' which honor he received from the first consul, with some degree of reluctance; but he was sorely afflicted when Napoleon announced his brevet to the grand army, with the word 'considering'; a word which grieved him. "I am only proud, (said he,) of serving my country; I care not a straw for praise or honors; and thus to be praised to my face I dont like; 'this 'considering' will be the torment of my life."

The 'first grenadier,' was almost adored as a demi-god; so much so, that it is said, on account of the many applications to be transferred to his company, particularly when one half, and often three fourths, were left on the field, its numbers were fixed at one hundred and eighty strong; and still many shot themselves from disappointment, at not being fortunate enough to serve under the 'grenadier.' It is reported that during the time La Tour commanded the company, it lost two thousand four hundred and eighty, killed in battle; nor were the rolls ever marked with a discharge, or disgraced with a single desertion.

After having served his country for many years, and being almost covered with wounds, he retired to the place called Passy, without those resources which all the marshals had acquired with their batons; he was penniless. His friends pressed upon him to go to the hospital, in vain. His constant reply was, that "no soldier should go to such a place unless he had lost a limb." His retirement, however, was of short duration. Learning that the son of one of his companions was drawn as a conscript, and perceiving the grief of the mother, he insisted upon going himself and supplying his place. Thus he immediately shouldered his musket and knapsack, and carefully concealed who he was. He joined the forty-sixth demi-brigade of grenadiers as a private, but in a charge on the hill of Oberhausen, and in the very act of seizing the colors from the hands of a Hulan, he was stabbed through the heart.—Thus fell, the brave LA TOUR D'AUVERGNE, the 'first grenadier of France.' The drums were covered with crape for three days, and his sword was sent to the church of the invalides at Paris,

where it still hangs, to point the visiter the way that leads to honor and glory.

It is recorded that the forty-sixth demi-brigade, being affected with his death and former services, carried his heart in a little leaden box, suspended to the banners of the regiment; and that upon every muster his name is called, with these remarks: '*Died on the field of honor.*'

#### CORNEGLIANO.

Since writing the above, we have accidentally opened an old worn out book, probably the property of some old Grenadier of the republic, containing a sketch of those characters who figured in the campaigns of Italy. Among them we notice the name of D'Auvergne, who it appears was descended from an illegitimate branch of the house of Bouillon, and was born in 1743, in Lower Brittany. He served with honor during the *American war* (1775;) knew all the European languages, and was thoroughly versed in ancient history. He is the author of a Franco-celtic dictionary; a geography of forty-five languages; and other philological works. He is honored in the sketch with the title of 'first grenadier of France.'

The likeness which accompanies this, was sketched from a miniature in the possession of the writer; probably the only one in existence. The copy is a correct resemblance, even to the 'grenade' upon his belt. It is not, perhaps, generally known, that the word 'grenadier' derives its origin from the flower called the grenade; and this flower is represented on the cap, belt and side-arms of the grenadier. LA TOUR, in the drawing, is in the dress of a simple grenadier; the epaulets are of red worsted, and the coat dark blue, with red facings. This was the uniform he wore at the time of his taking the place of the young conscript. Prior to his death, at the battle of Neuberg, he was a captain, and wore two gold epaulets.





**FORT MARION, ST. AUGUSTINE, EAST FLORIDA.**

There has been a military station at St. Augustine, since the cession of Florida to the United States by the Spanish government in 1821. The Post takes its name from the old Fort Marion, although the troops are quartered in a building about half a mile distant from it. The origin and history of this fort are involved in much obscurity; though its foundation *seems* to have been laid as early as the year 1565; and in 1586, it is represented to have been besieged and pillaged by Sir Francis Drake, and since unsuccessfully by Governor Moore of South Carolina, in 1702; again by Governor Palmer; and lastly, by Governor Oglethorpe, of Georgia, in 1740. Oglethorpe's batteries are still discernible among the weeds and trees that have grown over them, upon Anastasia Island, and at a distance from the fort, too great to have been effective. The interior construction and arrangement of this fort, are still partially enveloped in that darkness which is peculiar to the national and public institutions of Spain; and although the researches of curiosity have lately explored some of its secret recesses, they have not yet penetrated so far as to discover either their purpose or their object. Nor is it probable that their history will ever be brought to light, until the human bones, which were found in one of them, shall speak from the dust into which they have long been mouldering, and rescue their own story from oblivion.

Although the venerable battlements of Fort Marion bear the impress of time, of weather, and of war, it is itself still in very good preservation, but not fit for the occupation of troops. It has for many years been evacuated, and its damp, dark cells, now throw back the echo of the voice from their quiet corners in the hollow sound of vacancy. Its terrace has long ceased to receive the measured tread of the sentinel, and its vacant embrasures have long yawned to the rush of the northern blasts. No sound now disturbs its quiet solitude, but the harsh note of the owl, which builds in its deserted nooks; or the laugh of occasional visitors, who promenade around its covered way to enjoy the fresh breeze, as it first blows from the sea, or to contemplate the mild scene which its gray pile exhibits by moonlight. It is now appropriated to no other military uses than those of a magazine, which occupies but one or two of the apartments. It is nearly square, and regularly bastioned, with a front of eighty yards; is capable of mounting about sixty guns, and its approach from the city, and only entrance, is protected by a small ravelin, which appears never to have been finished.

From the north-east corner rises a small cylindrical tower, capped by a hemisphere, which was once used as a place of observation; and from the three others, sentry boxes of the same form, but

much smaller dimensions. The material of which it is built is peculiar to Florida, and very excellent for the purposes of defence; being a concretion of shells, which has sufficient tenacity to give it solidity, without enough to be shattered and splintered by the shock of a cannon ball; its successful resistance to the sieges which it has undergone, may be attributed, perhaps, rather to the natural strength of its position, than to the excellence of its own defensive arrangements; for it is effectually protected on one side by water, and on the others by a distant marsh, and an open, even country, which is entirely exposed to its fires and whose loose, sandy soil is unfavorable to regular approaches. From the city alone, could an enemy approach without complete exposure, and here, it is true, the only advantage offered to the attack is counteracted in the defence by its small outwork. The situation of the fort is nearly opposite to the entrance into the harbor of the city from the ocean, and at its north-east corner, as the accompanying sketch will show. [See Note, page 100.]

The city itself is situated immediately on the water's edge, and running parallel to the ocean, is separated from it only by the upper end of Anastasia Island; in its rear, passes the St. Sebastian, a narrow river, which empties into the harbor a short distance below, and forms with it a peninsula, that was formerly cut off to the north of the town by a fortified ditch. This ditch was once flooded by the tide from the St. Sebastian, and in connection with a chain of small redoubts encircling the city, of which traces are yet visible, must once have rendered the approaches to St. Augustine a matter of some difficulty. Within the more extended line of redoubts, and immediately belting the city, was an intrenchment now entirely demolished, which was its last resource for defence, before taking refuge in the fort.

The city of St. Augustine is remarkable for the extreme narrowness of its streets, which are often taken, by strangers, to be alleys. It has a court-house, a church of each of the four denominations of Catholics, Episcopalians, Presbyterians, and Methodists; a market house and a sea wall. The sombre and antique appearance of its houses, grown gray with age, and its occasional ruins, from which rises the moss-grown remnant of some former building, betoken its venerable antiquity and fallen condition.

St. Augustine was founded about the year 1564, and was once, under the Spanish government, a place of considerable commerce and great wealth. Its present condition is extremely isolated and dependant; possessing no other resources than its orange groves, and receiving all its necessary supplies, except beef, fish, and vegetables, from Charleston. It is almost needless to say that its commerce begins and ends with itself, when it is recollected that there is no flourishing and productive back country to support it. Its native inhabitants are of Spanish and Minorcan descent, and the remainder chiefly emigrant Americans. The society is more refined and extensive than is usually met with in a place of its population, and for these qualities it is perhaps indebted to the

total absence of every public source of amusement, which makes a more frequent resort to social intercourse necessary to supply their places.

The healthful and delightful climate of St. Augustine, is its greatest recommendation abroad, and the approach of winter is as strongly indicated by the arrival of invalid strangers, who visit it for their health, as by the gradual change in the weather. Many of the tropical fruits flourish here, but the only one that is made an article of trade is the orange, its main-stay. Groves of this tree are scattered all through the town, and when in bloom, the whole atmosphere is fragrant with the perfume of their flowers. At that end of the town which is opposite to the fort, and immediately on the edge of the water, is situated St. Francis's Barracks. It is the largest house in town, with two wings, perpendicular to the body, two stories high, and surmounted by a cupola, which rises from the centre of the roof. This is the building occupied by the United States troops, of which there is stationed here but one company, (D) of the Second Artillery. This company has been posted at St. Augustine for nearly seven years.

Attached to the garrison is a large vegetable garden, which is cultivated for the comfort and convenience of the troops, and a small orange grove, yielding from fifteen to twenty thousand oranges. The barracks are built of the same material with the fort, and its walls are very old. They were originally intended for a monastery, and the monks who were to occupy them, were shipwrecked on the St. Augustine bar, on their voyage to this place.

From the cupola of the barracks, which overlooks the whole town, the houses enveloped in orange groves, seem imbedded in masses of verdure, and the surrounding country and ocean are spread out in almost one continued level. To the east, the ocean is seen dashing its billows over a shoaly bar; a little nearer stretches a promontory of sand to the north, and Anastasia Island to the south, separated from each other by the narrow channel which connects the harbor obliquely with the ocean; still nearer is the harbor itself, with a solitary vessel, and sometimes two or three, though oftener none at all, anchored in its bosom. To the north and south, beyond the city, appears the continuation of the harbor, bordered by a low, sandy soil, or still lower marshes; and to the west is seen, first the St. Sebastian, winding through a salt marsh, which it floods at high tide; then beyond it a dense growth of shrub oak and other small trees, and still farther, terminating the view, extends an interminable pine forest. The intercourse between St. Augustine and the rest of the United States is very infrequent, there being but one regular packet which trades to Charleston, although the communication has lately been extended by means of steamboats now established between the St. John's river, eighteen miles from St. Augustine, and Savannah. The country around St. Augustine, and on the banks of the St. John's river, exhibits traces of former civilization, where now the forest

has resumed its dominion, and the branches of the pine tree wave mournfully in the breeze, like the long grass over the grave of departed life. Ancient as this portion of Florida is, and subject as it has been to the Spanish, British, and American governments, it is, nevertheless, adjacent to regions yet unknown. The interior and southern sections of the peninsula remain still unexplored, although nearly surrounded by two great thoroughfares of commerce, the Gulf of Mexico, and the Atlantic Ocean.

From the knowledge already acquired of the coast which bounds this unexplored region, and from the known mildness of its climate, it is believed to be a country which would, if reclaimed and cultivated, yield many of those tropical products, that are now to be met with only beyond the borders of the United States. There is one other object, too, which would, if conjoined to the reclamation of Florida, develope its hidden resources, and doubtless make it a valuable acquisition to the Union. It is the connection of the Gulf of Mexico with the Atlantic Ocean across the neck of the peninsula, by means either of a land or water communication. If such an object were effected, it would throw open an intercourse between the western states, through their great depot at New Orleans and the whole Atlantic seaboard, that would be more expeditious, more convenient, and perhaps safer, than those which now exist. And as the wide extent of country which our small army has to defend, makes its efficiency to consist in a great measure in its capacity for rapid concentration, at the point of danger, such a communication between the fortifications on the sea-coast, and those on the Gulf, would be not less useful in a military, than in a commercial aspect. Will the government then permit these advantages to lie here, unwrought any longer, without an effort to bring them in active co-operation to its own and to Florida's benefit? Will it suffer a country, once the seat of civilization and wealth, to retrograde any farther from its former state of advancement, or to remain any longer in fact, as it is in position, like a stagnant eddy with the full tide of prosperity flowing past its borders? Will it not rather remove the obstacles which obstruct its advancement, and cause the same current of prosperity which flows through its sister states, to bend its course through Florida and to receive, as it imparts, fertility?

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[The plan of Fort Marion will be engraved, or lithographed, to accompany a future number of the present volume.—EDITOR.]

MR. EDITOR.—Since I got an Ordnance Sergeant's beth, and laid aside the musket, I have taken a great notion to try my hand at the goose quill drill; and seeing the history of the last war has left out some of the particulars that I happen to know, I have chose that ground to practice upon. If there is any one thing I like you for, 'tis because you take every thing in good part, from non-commissioned officers as well as officers; and I guess you will print this as quick, knowing it comes from a worsted epaulette, as if it smelt of the real copper gilt. The only fault I can see in it, is, that it is'nt half dictionary enough for some folks: but you can mend this, by printing a string of good, fat, dictionary words at the bottom, and let every one help himself, as no man has a right to grumble, if he has bread enough at hand, to take a bite between every fourth and fifth mouthful of pork and beans.

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#### THE MILITARY CAREER OF AMASA BANGS.

##### CHAPTER I.

I was born and brought up to farming, up to the breaking out of the last war. But I always had a natural military turn; it was the family fault of the Bangs'. I believe I had a farming turn too, for I could hoe my row, and mow my swath, with any man of my size. But the military turn carried the day, and I 'listed. This was owing partly to the war's breaking out in the hard working season; and I had let myself to Deacon Grains, and had a potatoe field before me to hoe, that looked dismal, I swear: rocks, stones, stumps, and cranberry bog! However, I must have come to it sooner or later, any how, for there never was a Bangs could see a war going on, and not have a hand in it. It run in the blood, from old grandfather Josh, that had the honor to be killed on the same day with the bold Genl. Wolf, down to me. Then, there was my father, he must be out fighting for liberty, through all the revolution; and doing such deeds, as no man would believe, without having the story from his own mouth; skrimmaging and padrolling throughout the Jarsies; and starving and freezing, and living on raw pork, without bread or a drop of grog. How it used to make my mouth water to hear him. Next to fighting, there was nothing he liked better than talking about it. Once get him seated in the bar-room of the Gineral Put, and he would reel ye off the particulars of battles and sieges the whole night long; and all you had to do was to listen and pay for the liquor. But politics, by degrees, got the upper hand of the revolution, and every body got so full of argument, that there was no shoving in a battle

sideways. At last things came to that pass that the very sight of a hero would rout a whole mob of politicians about as quick as a mad dog. "There comes old seventy-six," they'd say, "to fight his battles over again;" and then they'd scatter.

Now, for my part, I think the fighting of a battle, like most every thing else, is all the better for being done "over again." I know most all daddy's battles were gained on our side, and that was so much advantage to the country; and I have seen battles foun myself, and had a hand in 'em—that, when they came to be foun over in print, I hardly knew 'em again, they were so much improved. My father could'nt live among argument, and so he died, as I may say, of the politics.

Well, as I was going to say, soon after war was declared, there came one Insign Brown and Sergeant M'Wheedle, with a drummer and fifer, and they hung out their flag upon the old stillhouse, and set up a randyvouse for recruits. The Insign took up his quarters at the tavern, and drank brandy sling; but the sergeant lived in the randyvouse, and stuck to raw whiksey with the music, and he kept a jolly house there. He was a stout, fat Irishman, with a red head and a red face, all over alike; just as if done over with one dip in the dye tub. How he hated the British! that Sergeant McWheedle; and he had reason enough, for he knew they had a rope, with a slip noose all ready, to tuck him up whenever they might catch him; because he deserted from the army in Spain, out of love for 'Ameriky;' and wasn't he up to all manner of dirt? I swear, if you wanted to know how to bring down a hen from the roost without noise, or to catch a goose with a fish-hook, or the quickest way to ease a pig of his yoke, and forty more such tricks, you need'nt to go any further. And he had the head to carry off whiskey. It wasn't in the power of liquor to get him drunk; you might turn it down with a funnel, and you never could get him beyond, so as to say fuddled; or may-be swished at the outside.

Well, they carried on business about a week, and had only got three or four of the town paupers, all sore-eyed or pot-bellied; but no matter, they were worth two dollars a head to the Insign. I had sold my hoe and settled with the Deacon, and was all ready. But I hung back a little on account of Jinny Johnson, crying and snuffling about me. At last the news came that gineral Hull had broke into the upper end of Canada and was making right straight through, with his gun on his shoulder. This was alarming. Faith, says I, there's no time to chat; the next thing we shall hear, the war will be all over. So I went right down and listed, and that night I got as drunk as glory.

The next morning I went through the hands of the doctor, got swore in, and the Insign give me the bounty, all but two dollars that he borrowed and hasn't paid to this day. McWheedle would have taken the rest on the same terms, but I told him, says I, "its a bad plan to borrow."

I now found out, for the first time, that they had come to make

soldiers without bringing one single rag of uniform, besides what they carried on their own backs. But it was too late to fret; I was listed; and the Sergeant he contrived to rig me up in a way that, if I didn't look exactly like a soldier, I was in no danger of being taken for a common citizen. He took four yards of black ribbon that I bought, and made a cockade that covered the whole broadside of my old napped hat; then he pinned a white cotton epaulette on my shoulder, and then I was made a corporal in no time. I gues my pepper and salt cotton-wool swing tail felt its oats. And when I turned out in this trim to take the air in the streets, with cane in hand and a long nine in my mouth, I didn't pass altogether without notice.

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#### THE BAYONET.

*'Au mousquet réuni, le sanglant coutelas  
Déjà de tous côtés, porte un double trepas.  
Cette arme que jadis, pour depeupler la terre,  
Dans Baïonne inventa le démon de la guerre.  
Rassemble en même temps, digne fruit de l'enfer,  
Ce qu'ont de plus terrible et la flamme et le fer.'*

The above lines, from the eighth canto of Voltaire's epic the 'Henriade,' form a part of the description of the battle of d'Ivry, in which Mayenne was defeated and Egmont slain. The old philosopher of Ferny has departed from his usual historical exactness, in stating that the bayonet was used at that period, and even before, as might be inferred from the word 'jadis'—*formerly, or in former times*. The poet has introduced this little arm in a combat fought some hundred years previous to its invention. Voltaire was probably led astray by his muse, in describing the bayonet to have been used in the bloody field of d'Ivry, when Henry the IV led the charge with lances, spears, swords and pikes.

The bayonet is supposed by some to have been invented by the people of Malacca, where it was placed on pikes, and it was not till many years after, that it was fixed on the muzzle of a firelock or musket. Whether this is so, or not, it is certain that Bayonne, a French town, had the honor of giving it a new name, and it is more generally credited that this arm was first known and manufactured in the last mentioned place. 'Le nom de baionnette vient de Bayonne, où l'on fit les premières baionnettes.' Like the guillotine, it has preserved its name, and wherever there are fuzileers or infantry, the bayonet is esteemed of infinite service against horse.

The first time the bayonet was used, it was screwed into the muzzle and could not be serviceable during the fire. In a very short time it received that improvement, which placed it with a hollow handle and thus became almost universally adopted. The name of the inventor is not known; likely the invention was considered of little account; but whoever the individual was, it is creditable to him, for having brought forward an arm, which has caused a revolution in the infantry tactics, and produced a new mode of attacking and charging the enemy.

To the bayonet, modern generals have owed their success in many important engagements. Suwarrow gained Rymink—took Ismail, and obtained the most of his victories in the charge, by the infantry. Bonaparte woulds scarcely waste ammunition, when a battle could be won with the bayonet, and the Mamelukes were defeated at the pyramids, by the superior skill of the light infantry, in handling this triangular dagger, the bayonet,—and the young subaltern of the regiment of La Fère, who became the greatest general in Europe, was early taught the importance of this weapon, when a British soldier in a charge, inflicted upon his thigh a bayonet wound.

Some important improvements have been made in the bayonet, and it is presumed that in the course of time, many others will be adopted; but its name will be preserved, and ever be remembered in honor of the old town of Bayonne.

ESSLING.

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CURIOS HISTORICAL FACT.—The first rough model of a steam-boat, made by Fulton, in this city, was cut out of a common shingle, shaped like a mackerel, with the paddles placed further before than behind, like the fins of a fish. The paddle wheel had been first put in the rear, on the sculling principle, but was abandoned on consulting with Mr. Greenwood, the well known ingenious dentist of this city, now deceased, in whose possession the model remained for many years. Old Admiral Landais, whom many of our readers recollect as the enemy of Paul Jones, was also in frequent consultation with Greenwood at the time. He recommended the paddle wheel in the stern, and to be moved by a tunnel-shaped sail, that was to catch the wind even when it was directly ahead, and thus communicate the power by reaction to the wheel.—*New York Star.*

## THE MILITARY LIFE OF BENJAMIN BASTION.

## LETTER VII.

The most remarkable events of the next day were a visit (at No. —S. barracks) from the adjutant in full uniform, immediately after the Sunday inspection and guard mounting; and the publication, at parade, of military academy order No. —, placing cadets Roembolt, Tiffe, and Belcher in arrest. Tarsy and I had escaped, though by what chance I could not tell. He looked upon it quite as a matter of course, merely observing at supper, "that it took an uncommon smart chance of a severe dog to tree him; that he intended to go the whole hog yet, hams, sides and cracklings, if he didn't, he wished he might be tied up to a gum-stump, pretty particularly infernally tight, with nothing to eat but a sweet potatoe, and nothing to drink stronger than barley water." This was invoking a severe punishment, one would think, after witnessing the uncounted draughts of strong waters; the numberless libations poured out to the jolly God, which seemed to have as little effect upon his iron nerves as so much milk and water.

For my own part, I lived in momentary dread of that which might have been only delayed; and every visit of an officer in full uniform startled me, conscious as I was of having committed an offence equal in criminality as far as the regulations went to prevent it, with that of the three who were now in limbo; and every order at parade made my heart palpitate in expectation of the same fate which overhung my companions. A week thus passed, and then another, till at length an order from the War Department came, "convening a general court martial, to consist of five members, as a greater number could not be detailed without manifest injury to the service, and of which captain L—, of the second regiment of artillery, was designated the president, and the post adjutant of West Point to be the judge advocate." The other members of the court to be detailed from the officers on duty at the academy as instructors and professors. The object of assembling this court was, the trial of such prisoners as should be brought before it, that is, officers, cadets or bombardiers, who had committed offences above the cognizance of regimental or garrison courts martial. It may be proper here to state, that where trivial misdemeanors, involving slight punishments, as confinement for a limited period, deprivation of non-commissioned rank, or of some privilege of lesser value, extra tours of duty &c. occur, a court martial of three members may be assembled by the commander of a regiment or the superintendent of the military academy for immediate action on the case. But where the punishment might be death, stripes or dismission, the laws wisely ordain that a greater number of members, and generally, officers of higher rank and more experience, shall take upon themselves

the high responsibility, bringing with them more thorough acquaintance with the nature of military crimes and military usage, if not more impartiality than could be found in lesser courts.

"Why the deuce are you so fearful of being arrested," said Ned, one day as we came from the guard room, where we had been to see the conduct roll for the month of September; "your name is there without a report, and you can't be arrested without that, you know. As to that matter of going over the river, I cannot exactly comprehend why Tarsy escaped detection along with the rest, but it is not at all wonderful that you should have not been known—yours is as yet a new face to the officers; and possibly they have let you off for a maiden offence, reserving this as a charge for another time; for you must know, that when a poor fellow gets into trouble and is brought before a Court Martial, it is military usage to rake up the ashes of misdemeanors long since buried, and, inspiring them with new existence, to bring them up in testimony against him; so you may view this as a sword suspended over your head by a hair, liable to be brought down upon your neck at any moment. But you are not likely to suffer, unless you do just such a silly thing again, which you won't if you are as much frightened as you seem to be."

"I had Major Worth's permission to cross the river"—

"But not to visit a public house, Benjamin, nor to imbibe spirituous or intoxicating drinks. Poor Tom is arrested upon these charges and also for being drunk, beastly drunk, and I fear will be found guilty of all. His greatest offence that night may not be reached by human laws; if it could, what punishment would be a sufficient atonement for the outrage upon that tenderest and most holy of affections—a mother's love? And your permit, too, that was all an artifice, a gross deception. It was not given that day nor for that day. It was an old one brushed up for the occasion by Roembolt, by simply altering the date."

"I'll never be such a fool again as to be duped and carried away in that manner. Had I known the intentions of those gentlemen when they overtook me on the beach at Washington's Valley, I would not have gone with them. Or if I had chosen to have a carouse, knowing the risk, I probably would not now tremble at the risk of being arrested, but"—

"Never fear, my Ben," said Scheldt, who stood at the door as I went into our quarters, "you may be sure you have had one of those miraculous, hair-breadth escapes, happening here now and then in the course of human events. And I think I can account for it, for we have been investigating matters, Owenley and I, and we arrive at the same conclusions. The *Fox* was seen skulking about when you landed at Cold Spring, and no doubt, when you were all at table, either peeped in and saw a part of your number, or recognised the sound of your voices. You yourself spoke but little and that not loud, which adds much to the probability of this supposition. Then the *officer in charge*, in visiting

our room after the evening bugle, demanded if all were present, and without waiting my answer, asked for Tiffe and not for you: and Frizzle-top, the officer of the right wing, where Tarsy lives, happening to dine out at Tom A's over the river, did not visit his room at all till after taps, and then, you know, he was snugly and soberly in bed. It may have seemed impossible to the powers that be, that one so lately matriculated as Benjamin Bastion, and so fresh from the land of steady habits, can have begun so early to sin so recklessly; or else, in the hot pursuit of Tiffe and those other old offenders, you have been altogether overlooked. Which-ever hypothesis be the true one, you have nothing at all to fear for the present; nor do I think this may ever be made a charge against you, as some think. Allow me to advise that you do not incur again a like risk. Fortunately enough, you have been enabled to see the perfection of enjoyment, so called, at one of those affairs, where I confess I have found excitement and amusement, if not pleasure. And fortunately, you have had present before you since, all the horror and utter wretchedness—all the prostration of physical and mental energy—all the unnatural cravings after the same damnable stimulus—all the mad ravings of a spirit writhing in the grasp of the foul fiend, remorse—the unmeaning, but horrible curses heaped upon those who were never else than friends—the hopeless debasement, degradation, self-contempt and despair, which, for two weeks past, have, like imps in the infernal world, been relieving each other in applying torture to poor Tom."

The drums were merrily beating the "roast beef of Old England," and we fell into the ranks and marched to dinner.

Two opposing parties are assembled on the plain, making preparations for a conflict. Two leaders are withdrawing their forces and arranging them in order of battle. On one side Major Bengard commands, having been called to that distinguished station by one general shout of acclamation, and he now harangues and encourages his men to do their duty and imitate his example. As he moves about among them, his head towers above all others, like an umbrella tree among lesser pines; or like the belfry of Grace Church above the house tops of Broadway. He stands six feet six without shoes, upon a pair of Herculean feet. His arms and shoulders are like those of Rob Roy Macgregor; but between his attitudes and those of the Apollo, there is no very remarkable resemblance. He has, I doubt, been a famed hunter in the far West, well used to athletic sports, inured to great exposures, fatigue and hard fare. He is not a Jew, for a thousand slender ribs of as many half-grown porkers, could they be gifted with utterance, would give testimony to his skill in tearing from them their fleshy coat. And the quantity of corn expended for his subsistence, in the shape of hoe-cake, johnny-cake and pone, is positively amazing. He is still fond of his old friends, and it is not the least amiable trait of his character that he is so. His men gaze up at him, confident in the prowess of their leader, and boast together of the result.

On the other side, an equal force is led by one almost the counterpart of his antagonist. He is of a height, that doubtless made his admission to the academy a question, and may have driven him to the necessity of adding a couple of inches of cork beneath his heel inside his boots ; and he is always in the front rank of the second relief on guard, and there once was but one who disputed with him the right of the fourth company in camp ; now there are half a dozen. But he has broad shoulders and sinewy arms and tough hard muscles, inured to labor beneath many a July sun, by the invigorating exercise of the hoe and rake. In bodily strength he is almost the equal of his opponent ; in activity, speed and wind vastly superior. He can compass thirty-five feet in three successive and consecutive jumps, and can clear a fence as high as his head ; in which feat, having one decided advantage, he has no competitor. He wields the sponge, at artillery drill, as if it were a broom-stick ; and he is always placed at the trail handspikes, as "gunner of the left," in the great evolutions. He can throw upon his back any one who wears the grey coattee, and it is thought, that cloths of other colors might suffer a soiling, were the wearer once well in the grip of the little corporal, who stands, surrounded by his followers, unconcerned at the preparations going on between the hostile lines ; although one might discover an increased brightness in a small twinkling gray eye, glancing now and then toward Major Bengard and his myrmidons.

The lot has been cast, and the little corporal, whom I shall call Rob has won the first fire. With ardor he seizes the shell, and balances it nicely in one hand, while his troops extend themselves on his right and left. The enemy deploys to meet this movement, and the corps de reserve occupy their ground in rear. All eyes are fixed in expectancy of the attack ; every knee is bent in readiness for rapid advance or retreat. In an instant, the hollow sounding sphere, having received its impulse from the vigorous limb of the little commander, is seen flying through the air right upon the enemy's General, resembling a ten inch shell, of short range, falling directly upon the object. Bengard, shutting one eye, fixes the eagle glance of the other upon it for a moment ; his foot rises with an overwhelming sweep of the huge limb, and meets the missile full in its descending career. Then did there go forth a deep, rumbling sound, more like mountain thunder than the roar of artillery ; more like the rolling and low hum of an earthquake than either. The plain seemed to undulate beneath the concussion. Old Put shook his gray sides in mirth or terror. The nest of the crow was shaken to its foundations ; and echo taking up the note, along her hundred hill sides, poured forth her multiplied reverberations, till the last faint sound died away among the distant summits. The troops on both sides paused for a moment, awe stricken and in a new admiration lost, at the feat of the well known leader. In the mean time, with sudden and instant rebound, the combined effect of its own elasticity and the prodi-

gious force projectile, so skilfully and effectually applied to it, the ball re-ascends high in air, and describing a greater curve with much increased velocity, passes clear over the heads of the Robs, causing them to retreat in much disorder and precipitation. The Bengards throw themselves on in hot pursuit, rending the air with their shouts. But the Robs are neither disheartened nor alarmed. One of them has caught it at its first bound, and already urges it with well-calculated impulses to gain the battery by a flank movement on the enemy's right. He is getting among them, for the Major has met this manœuvre by a force, that knows how to protect the weak point, his corps de reserve. Robs are flying in great numbers to the support of their man. And now all is mêlée; headlong onset; terrible encounters; mighty kicks bestowed; ghastly wounds received. Already a dozen Robs strew the ground, overthrown by the restless and overwhelming impetus of the Major's huge brogan. And quite as many Bengards have succumbed beneath the impetuous, lightning-like blows of the little corporal's more active member. Many are put hors de combat, and are borne off, or drag a lacerated skin and bruised tibia, limping along toward their quarters. Others return to the thickest of the fight, winning their way to one or other of the commanders, resolved to bring them down to the ground or fall in the attempt.—They, too, soon gain a second horizontal projection, and retire to rest a while from the hot strife.

And now Rob has manœuvred the ball from amidst the thick press of the contest, and driving it before him with sturdy kick, unerring aim and rapid flight, approaches the goal between guns No. one and six of the battery. There is a mingled cry of triumph and despair, as he is seen outstripping all pursuers, and gaining the victory all without opposition. The Major has seen it, and turned to pursue his flying enemy. Friends and foes open a way for him, as with teeth firmly set, and fists clenched, he rushes by with heavy tread. But, alas! he who has stood all the brunt of a hard fought battle, unconquered and unscathed, is destined to an ignoble overthrow. The brogans of this gallant man are new, and they have just presented their smooth surfaces to a gentle *obstacle*. Oh horror! the Major bites the turf. Full on his face fallen, he measures his huge length on mother earth, and none is by to help him. Slowly he rears his soiled face, and much be-plastered form, and looks around him. With his ears he hears those cachinnations consequent upon human calamity, mingled with the acclamations of victory on the part of the Robs. Woful is the expression of that honest countenance, unable to conceal the emotions of his troubled soul, and the big tear seems trembling along the cheek, while he feels thus heavily the accumulated load of misfortune pressing him down to the very earth. Thine has been the fate of many a virtuous man before thee, and thou shouldst not be all disconsolate now. Arouse thee, shake off the demons of despair now gripping thee in their foul grasp, and brush the mud from your nose, and try to save the day, heroic Major!

The ball still flies before the well-directed applications of Rob's foot, and now it seems almost among the guns; another moment and it will have passed them. The form of a Bengard man is seen to gather itself slowly up near the wheel of No. four, where he had been either concealed or reclining out of general view. The ball comes bounding on to his very feet; he kicks instinctively, and away, away, it is again in the hands of the Bengard men. Rob, in his turn, pauses in full career, astounded at the suddenness of the apparition, and not a little mortified to see victory elude his grasp even at the instant he felt sure she was his own. Nor did his wonder cease, when, after following with his eyes the movements consequent upon this change of affairs, he turned to behold the destroyer of his success, and that personage was nowhere to be seen. Resolved to go further into this matter, and too fatigued to return at once to the pell-mell encounter, he approached the gun, and heard—some one snore. He perceived, leaning against the left wheel, seated on the ground, with a book in his lap, and his arms folded across, in slumbers deep lost to all around him, our old friend Odshaw. The sounds emitted by the sleeper were but the incipient tones of the regular built snorer; but they were growing; rising with the subject, like the voice of a stump orator, and bid fair soon to mingle with the shouts of battle, like a double bass with the treble instruments in a *forte* passage. After gazing for a moment at the composed features of the Irishman and listening as long as might be agreeable to the dulcet melody of the nasal organ, the little corporal shook him by the arm till he woke.

"Hilloa, Pat, my old boy, I'm in trouble, and I want your assistance. Some bug-a-boo has just turned the tables on me and spoilt a pretty game I was playing. You see I had the ball all to myself and was putting it neatly right through the guns, when an apparition started up, gave a tremendous kick, sent it half way to the mess-house and disappeared. Have you seen any body hereabouts?"

"Is it myself ye'd be asther asking such a question? Why have n't I been asleep, and how am I tell who is hereabouts with my eyes shut?"

"Oh, I didn't know how long you might have been taking your nap. You know you fall asleep very quick, Pat; for example, when you got into a doze marching off guard, encampment before last; and when you were found fast asleep leaning against the door of the Colonel's office, the other day in the middle of the forenoon, having been there since breakfast. But the fact is, Pat, you walk in your sleep, aye and kick, too. Do you know you have within these five minutes beat me at my own game, and?"—

"The fact is, Misthur Corporal, you know nothing at all about this matter. Am I not a Bengard, and wasn't I stationed at the guns by the Major himself, and didn't I bring Ivanhoe with me to while away the time, and sure I fell into a bit of a snooze, and dhramed you were beating the Bengards, and so I opened my eyes,

did I, and saw you with the ball right before you, and it was right before me, too, and didn't I kick, and do my duty, and save the game. And then oughtn't I to take a little sleep?"

"Shame, shame on ye, Pat; that's what I call lurking—laying in ambush, when you ought to be up and fighting like a true sprig of shillelah boy. What, bring Ivanhoe along, and spread your lazy body to bask in the sun, when every Rob and Bengard is striving for victory or bruised shins?"

"Why it's myself that don't like the throuble of racing after one of your bags of wind. So I just got detailed for a sort of an out-post duty, ye see, where I could sit down and be comfortable."

"Deuce take your comfort. I shall know where to find you; so pleasant dreams to you, Pat."

The battle was still waxing warm, although the number of combatants was much diminished. Some poor fellows had bitten the sod, prostrated by antagonists, who in turn, spread themselves upon the ground, and together reclining, were viewing the progress and the alternate success of the two forces. The two leaders were still fresh, and had not yet met. Bengard had driven the enemy into the corner among the trees, and now endeavored to dislodge him and force, by a coup de main, through the passage between the mess-hall and the chapel, where victory, in the shape of a peacock, spluttering and parading about, seemed all ready to receive him. To this point Rob rushed and turned the tide once more toward the battery. The ball flew out toward the ice-house, and then bounded along near the very middle of the plain. Bengard and Rob were seen rushing down upon it from different points. They were at about equal distances from it, and on this encounter seemed to hang the fate of the day; and both were resolved to win or lose on this decisive kick. It was a moment of intense interest; and both parties, resting, as with one accord, became spectators of the combat of their champions. The tall gaunt form of the one, as he threw himself, rather than ran, upon his object, seemed all instinct with motion. Every muscle, every bone was doing its part. The knees alternately shot forward with the exertion to increase the speed, while the elbows receded; the head bobbed up and down; the coat skirts, though short, felt the influence of the wind and floated out from behind him; the heavy foot-fall of that unconquered and powerful member, produced a heavy, hollow sound, as it came down upon the withered herbage with a force sufficient to leave its impress afterwards; the fingers were all extended, and the hands appeared to be grasping at something just within reach; the eyes flashed with the determined expression of high resolve to conquer against all odds, to win through all difficulties; the nostrils were distended with intensity of excitement and severity of exertion; and the open mouth—the set teeth—and the color that mantled the cheek; all indicated the earnestness with which he struggled onward, and the eagerness with which he met his adversary. And now, as two line-of-battle ships which, having descried each other on opposite

tacks, come bowling on, to have a little running fight together, and, not luffing in time, or missing stays, are brought together with horrid crash ; so did these redoubtable commanders come into tremendous collision, just where the ball, having ceased rebounding, was laying at rest. So well had each calculated his time, velocity and distance, that the two kicks were bestowed at the same instant upon opposite hemispheres of the unconscious ball, and with such fatal precision, that the imprisoned air was condensed, and instantly resuming its elastic power of expansion, it burst its casings with a loud explosion, leaving a flaccid mass of calf-skin and bladder, and escaping by flight to rejoin its native element. The two heroes, staggered beneath the terrible shock of the encounter, reeled, balanced for a moment with uncertain step, and lay prostrate, full ten feet apart. From a ghastly wound, extending from the instep to the knee, flows the crimson stream, and the Robs raise their fallen chief, bind up his wound, and bear him off to *Split-me's* house near Camp-town. Bengard moveth not ; his followers are round him, and they form a circle close, to conceal his second shame. His coat, now of a brown color, is stripped off, and rolled up inside out. He is led back to quarters. Poor Major, twice hast thou been the victim of the obstacles in thy path. It is a drawn fight.

B. B.

**ERRATUM.**—The algebraical expression in letter V, page 411, should read thus— $A^2 + 2AB + B^2$ .

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#### THE SPIRIT OF BONAPARTE.

“ Try him by that test, to which he sought in vain to stimulate the vulgar and selfish spirit of Napoleon.”

The Oration, recently delivered on the Life and Character of Lafayette, was scarcely cold from the press, when its pages were perused with avidity ; and when the writer of this article paused for a moment after reading the above quotation from page 80, he drew the following reflections on the spirit of the former emperor of France.

If the individual, who rose from the very dust, to the glittering summit of the highest ambition and glory, had read the sentence, “ when confined upon the solitary rock,” what would have been his feelings and his language ? He could but exclaim, “ Quelle calomnie ! mon cher Bertrand, les Americains ne me connoissent pas ! ” “ The selfish spirit of Napoleon ! ” Every one acquainted with the fruitful age of the greatest monarch of modern times, will readily perceive the injustice done to the memory of that man, whose least great action would have immortalized the most ob-

scure character, and whose motto was strikingly illustrated during the whole of his reign. "La carrière ouverte aux talents."

In introducing again the distinguished personage, who for thirty years astonished the natives of almost every part of the world, where his life was known, it is not our intention to comment upon, or to eulogise, those achievements and military performances which are familiar to all. The curtain has fallen upon them; nor is it our design to introduce fallen greatness, and draw a comparison between "the consul for life, the hereditary emperor and king," with "the apostle of liberty," and point the reader to the results and termination of their eventful lives; but merely to offer a few reflections upon the "spirit" of the modern Themistocles, and then leave those who may perchance read them, to decide whether Napoleon possessed a "selfish spirit."

We are not then to inquire, whether Bonaparte was a republican—an apostle of liberty; or, whether he was what even some have described him to be, "a Robespierre on horse-back"—but point to those facts, which will ever remain to his honor, namely: to encourage the arts and sciences; to place the career of arms where it formerly was; to introduce a new system of preferments, accessible alone to genius, talents, and military glory; and lastly, to reward merit, regardless of rank and family distinctions. These in reality were exemplified in the court, as well as in the camp, and it is presumed they are enough to convince future generations, that Bonaparte was not governed by a "selfish spirit," but the reverse.

When at the head of the French nation, he incessantly created among his people an ambition to excel in every branch of knowledge and useful pursuits; and for this he established the "legion of honor," which contributed highly in stimulating the nursing talents to acquire that fame and extraordinary improvement, characteristic of the age of military glory. Even his inveterate enemies have done him the justice to say, that he meted out reward and the cross of merit, to whomsoever they were due, without the least degree of partiality; and never was there a time more singularly marked with the truth of this assertion, than when Bonaparte governed France. It was not uncommon to see drum-boys, and sergeants, become marshals, and commanders-in-chief of an army; and to attain promotion, according to merit, it was only necessary to show to the emperor that the applicant deserved it, to obtain it at his hands. Nobles and ignobles were alike dealt with, and no "promotion justly due" was ever withheld, unless for some good cause, probably unknown to the aspirant.

In contemplating the natural turn of the spirit of Bonaparte, and comparing the unsettled state of the affairs of France, when he was first called to direct the helm of that turbulent nation, with the condition in which he left it, no impartial mind could, with justice, pronounce the great man possessed of a "selfish spirit." It is true, that the "military adventurer," as he has been called by some, was occasionally deceived by the many false representations of the courtiers about the Tuilleries; and amidst the

multifarious duties between the camp and the court, there were some unfortunate occurrences that took place, which were invented by ill-designed men, and for a season succeeded in throwing a shade over the lustre of Bonaparte's fame; but time and faithful biography have in a measure dispelled the cloud, and posterity will judge the actions and deeds of that man, who has been emphatically styled the "child of the Revolution," and affix to his name any thing but a "selfish spirit."

Those who have for years followed the disposition and conduct of the fallen emperor, when in the zenith of his glory and prosperity, and observed the inclination of his course, at a time when the royal heads were humbled before him, and crouched at his feet, will remember the memorable words he addressed to a petitioner, who required firmness and became overpowered at the appearance of his august person. "What are you afraid of, my friend? I am no more than yourself; I am but a man." Instead of boasting lineage with Jupiter Ammon, as did the hero of Macedon, he spoke of his former obscurity with delight. "The Emperor Francis," said Napoleon, "whose head is crammed with ideas of high birth, was very anxious to prove that I was descended from some of the old tyrants of Treviso; and after my marriage with Maria Louise, employed divers persons to search into the old musty records of genealogy, in which they thought they could find something to prove what they desired, and he asked my consent to publish the account; I refused. I replied, that I preferred being the son of an honest man, to being descended from any little dirty tyrant of Italy."

We shall now proceed to show the works conceived by that spirit, which has been termed a "vulgar and selfish one." France, after the bloody age of Marat and Rotespierre, was a complete wreck; temples, churches, and religion, and the arts and sciences were demolished, forgotten; but all restored by Bonaparte. Let us enumerate a few of those monuments which will endure and confute calumny and "speak volumes in favor of the most extraordinary man of the nineteenth century." They are, the noble harbors of Antwerp and Flushing, which are capable of containing the largest fleets, and of protecting them against ice from the sea, the hydraulic works at Dunkirk, Havre, and Nice; the immense harbor of Cherbourg; the maritime works of Venice; the beautiful roads from Antwerp to Amsterdam; from Mentz to Metz; from Bordeaux to Bayonne; the passes of the Simplon, of Mount Cenis, of Mount Geneve, of the Corniche, which open a communication through the Alps in four different directions, and which exceed in grandeur, in boldness, and in skill of execution, all the works of the Romans; in that alone you will find eight hundred millions. The roads from the Pyrenees to the Alps, from Parma to Spezia, from Savona to Piedmont; the bridges of Jena, Austerlitz, Des Arts, Sevres, Tours, Rouanne, Lyons, Turin; of the Isere, of the Durance, of Bordeaux, Rouen, &c; the canal which connects the Rhine with the Rhone by the Doubs, and thus unites

the North Sea with the Mediterranean ; the canal which connects the Scheldt with the Somme, and thus joins Paris and Amsterdam ; the canal which unites the Rance to the Vilaine ; the canal of Arles, that of Pavia, and of the Rhine ; the draining of the marshes of Burgoin, of the Cotentin, of Rochfort ; the re-building of the greater number of the churches destroyed during the revolution ; the building of others ; the institution of numerous establishments of industry for the suppression of mendicity ; the building of the Louvre ; the construction of public warehouses, of the bank, of the canal of the Ourcq ; the distribution of water in the city of Paris ; the numerous drains, the quays, the embellishments and the monuments of that large capital ; the works for the embellishment of Rome ; the re-establishment of the manufactories of Lyons ; the creation of many hundreds of manufactories of cotton, for spinning, and for weaving, which employ several millions of workmen ; funds accumulated to establish upwards of four hundred manufactories of sugar, from beet-roots, for the consumption of part of France, and which would have furnished sugar at the same price as the West Indies, if they had continued to receive encouragement for only four years longer, etc. etc. ; fifty millions expended in repairing and beautifying the palaces belonging to the crown ; sixty millions in furniture for the palaces belonging to the crown in France, and in Holland, at Turin, and at Rome ; sixty millions of diamonds for the crown, all purchased with Napoleon's money. The Napoleon Museum, valued at upwards of 400,000,000, filled with objects legitimately acquired, either by money or treaties of peace, known to the world, etc. etc.

It was in view of these splendid bequeathments, that the mother of Bonaparte observed a few years past, "as to the immense fortune which is generally attributed to me, sensible people might believe that, if I were the mother of a banker or a gambler on 'change ; they will never believe it when it relates to the mother of Napoleon. It was to embellish and enrich France that the emperor employed the millions which he acquired by victory, and not to gorge his family."

After enumerating some of the characteristic details of the great "master spirit," where, may I not ask, was his selfishness ? Was it in the donations above mentioned, or did it consist in his having neglected one or two of those brave soldiers who followed him in Italy ? If the former, every one should envy the censure ; if the latter, all might have been guilty of the same, in similar circumstances ; in the midst of perpetual wars, at any rate, if a few escaped his notice, thousands did not. Never was there a leader who lavished so profusely upon his followers, as the general, the consul, the emperor ; and his last testament and will should more than suffice to establish the truth, that Bonaparte possessed a spirit diametrically the reverse of that attributed to him in the oration delivered before the Representatives of the People, on the Life and Character of the immortal sage of La Grange.

DESAIX.

## CANTON AND MACAO.

[ FROM THE JOURNAL OF A P. M. ]

“ Know’st thou the land where the nankin and tea chest,  
With rhubarb, and cassia, and sugars abound ;  
Where oft in the Hongs by the cooly’s foul feet prest,  
They pack their souchong in a way to astound ? ”

“ Know’st thou the land where in vain you endeavor,  
To sell your fair long cloths or barter your yarn ;  
Where you fidget and fret, be you ever so clever,  
But find all your profits are going ‘ astarn ? ’ ”

“ Know’st thou the land where the drug in its glory,  
With cotton and betel-nut govern the day ;  
Where Patna or Malwa’s the theme of each story,  
The life of each anecdote, solemn or gay ? ”

“ Know’st thou the land where the fair unprotected  
By the Lords of their destinies, wither alone ;  
Where woman’s a slave, by her tyrants neglected,  
The only bright jewel they sigh not to own ? ”

“ Where lips that were formed but to breathe of devotion,  
To affectionate spouses, or lovers provoke,  
Instead of confessing their tender emotion,  
Give vent to their sensitive feelings in smoke ? ”

“ ’Tis the land we now live in, the land that would shame  
The world by its valor, invention and worth ;  
Where the page of her history glows with the name  
Of her sage\* and her warrior,† the pride of the earth. ”

“ Where tea is the potion great deeds to inspire,  
And Emperors deign, and if they, who will not ?  
To watch the decoction, themselves, on the fire,  
And write prosy odes to the pride of the pot. ”

“ Though fairest Faa-te, are thy gardens of flowers,  
And sweet every blossom that flings to the breeze  
Its perfume, and decks with its tints the gay bowers,  
Or clings on its vine to thy moss-covered trees : ”

“ Yet fairer the lands we have all left behind us,  
And gayer the flowers, and purer the air.  
Do we need in our exile this rhyme to remind us  
Of the hearts that are glowing with love for us there ? ”

“ Farewell then to tea-chests, the loosened sail flying  
Expands to the breezes and chides our delay ;  
Now past is the parting, the farewell, the sighing,  
Of all the poor devils who can’t get away ! ”

\*Confucius, or Kung-foo-tbze.

† Kwang-foo-trze, the Mars of China.

Having obtained permission to visit Canton, a party of us embarked in the tender, Sylph, and with a fair wind and tide were soon on our way. The most of our passage, from the anchorage at Lintin, was performed during the night, having left our ship late in the afternoon. By eight on the following morning we were within three miles of the city, when the scene assumed a more lively aspect. On either side the shore was lined with villages; with here and there a pagoda stretching itself in strong relief against the dark clouds that rose in threatening aspect.

We were passing Wampoa, (Hwang-poo,) fourteen miles below Canton, while a violent thunder storm was raging, and witnessed a crowd assembling at the sound of the gong, which nearly resembles that produced by beating with a stick on a very heavy bell. We supposed them to be at some game or ceremony.

Soon the junks and town began to appear; and, so frequent were the former, that we with difficulty found our way among them. Many of them seemed moored as residences, and several of them vessels of war, with a few very small pieces mounted, not larger than six pounders, which are permanently fixed at point blank range. As we approached our anchorage, we witnessed a singular spectacle in the river. In a long, low, black boat, from sixty to one hundred feet in length, were at least two hundred Chinese, fantastically dressed; some at the paddles, forty or fifty on each side, others standing up, waving fans, flags, etc., two in the centre beating on a large gong, others firing off squibs, and all shouting and singing; all of which was done at the beat of the gong. The boat would soon acquire very great velocity, when they would suddenly stop her progress, and shoot off in another direction. We learned, after landing, the reason for this ceremony.

There once lived a Chinese of rank, who had made himself distinguished by his talents and works; among which, he was said to have first confined the Tigris (rightly called in Chinese Choo-keang) to its banks. Having promised to return on the anniversary of the day of his death, he jumped into the river and disappeared. Each year these snake boats commence their search throughout the river, three days previous to the first of June. We were in Canton on the two first days of the search, and saw numbers of them in the river; but on the third, which is the grand day of search, we were obliged to return to our ship.

We soon landed, in boats managed entirely by women and girls, at the wharf opposite to the European residences, which are without the walls of the city; and presenting our letters of introduction to the several merchants, were soon pleasantly accommodated with bed and board, and most hospitably and kindly entertained. We were soon surrounded by tailors, camphor-trunk-makers, hatters, and traders of all descriptions, by whom we were readily furnished according to our tastes.

In the afternoon, after a delightful repast, we started under the convoy of Dr. B., on a visit to the Jos House, or place of worship,

on the opposite side of the river, whither we were rowed by females. The current was running with great rapidity, yet so dexterous were they in the management of the boat, that she seemed to be self-guided, with the greatest accuracy, among the many impediments of junks and smaller boats.

The residence of Jos is an immense building, or rather a labyrinth of buildings, connected by piazzas and gravel walks, occupying much space of ground. At the first and principal one, the priests were performing their devotions. Above the altar, which faced the entrance, was a huge image of Jos, made of clay, and gilded, with one hand resting on a sabre, while the other was raised in a threatening attitude. On the altar were several candles and bunches of Jos sticks burning. The priests on one side of the altar, and the females on the other, stood in double rows, chanting rapidly, holding their heads on their breasts: on the striking of the gong by the chief priest, who stood at the altar, they would simultaneously change their attitude, raising their heads and closing their hands in front, with the palms together. This continued some time, while we stood at the entrance, where were also several Chinese, laughing, talking and smoking, without appearing to feel the least respect for the ceremony. In the back part, and extreme sides of the building, were also many figures of his Jos-ship in gilded majesty; some represented smiling, some frowning, some playing on musical instruments, and others holding a ball, between the thumb and fore finger, in the attitude of throwing.

We then visited the Jos pigs, ten or twelve of the most ancient squeaks, supported by the church and fed most inordinately; and so fat were they, that some of the larger ones were quite unable to rise, except on the fore legs, and seemed to breathe with the greatest difficulty; and so very old, that their faces were deformed with wrinkles and blotches of fat. During the last year there had been a great mortality among them, and numbers of them died, principally of dropsy and liver complaint.

From this horrid spectacle we next visited the gardens, passing through a succession of cells, in which were priests taking their scanty meal of rice. In the gardens were several small and ancient buildings, at one of which the women come to pray for offspring; and another, in which are deposited the ashes of priests, who are always burnt. The day previous to our visit, this ceremony had been performed, and the spot was pointed out where his body was burned, and the jar that contained his ashes. There were fifty or sixty jars in the building, of about the size or somewhat smaller than an olive jar. Here they are kept until the end of the year, and then all put together in a vault, the same jars being kept for the departed of the next year. Their priests rank among the lowest orders of society, and have none of that deference and respect shown them that would exist in a religious community. A writer on the Domestic Ceremonies of the Chinese, says—"To judge of the Chinese, as a nation, severally in regard

to their religious opinions, is perhaps scarcely fair for us who, as yet, know comparatively so little of the customs of the province we inhabit, and are certainly ill qualified to judge of them in the interior parts of the empire, which, except in the case of embassies, are inaccessible to foreign scrutiny. From the little we do know, however, we should esteem the Chinese a people among whom little real piety can be found; for, many religious rites and ceremonies, which are most rigidly observed, appear to be provoked rather from the fear of evil, than a predilection for that which is good. There is in religion the same cool, calculating foresight, the same estimate of possible benefit, or evasion of inconvenience or misfortune, as in the commerce, or the every-day concerns of the Chinese. Nothing is done, apparently, without an estimate of probable advantage; and a Chinese proportions the fervor of his devotions, and the expense of his sacrificial rites, to his superstitious fear of the consequences of their omission.

"The worship of deceased parents is very strictly enjoined by Chinese moralists; and a neglect of the filial duty, which ceases not with the parent's life, is esteemed one of the most heinous crimes of which a native of China can be guilty. Deserted graves are not unfrequently taken under the protection of well-disposed individuals, who conceive they are performing a most praiseworthy office in repairing these neglected sepulchres, and performing the annual sacrifices, which every pious child is expected to offer to the manes of his departed ancestors.

"Positive affection for lost relatives urges many to the most careful observance of these rites; but, generally speaking, they are consummated more from the fear of some unknown evil which may result from neglecting them, or a feeling of fear of 'bad luck,' that most ridiculous bugbear, which is so universally dreaded by all Chinese, who avoid the performance of any act of consequence upon any day which the sagacity of the imperial astronomers has decided in the calendar to be unlucky. These unlucky days are by no means unfrequent; and many of the delays which take place in transacting public business with the Chinese, arise from this important cause."

The trees of the garden in which these temples stand, swarm with birds of many varieties, which remain here unmolested. In returning to the river we passed through the bazaar, or market-place, where was pointed out to us a basket of grub-worms, preserved in sugar, a luxury the Chinese are very partial to. These, the young dogs, and doubtless other things that I am ignorant of, are delicacies quite within our reach at home. *Quere*—Will we be ever induced to try them?

As we were pulling up the river to stem the current, we passed a theatre while the performances were going on. These, the snake boats, and other public ceremonies, are kept up at the expense of government, to divert the populace.

The most rigid police is kept up, without the walls of the city. The mandarins, holding offices from the emperor, have the power

of instant and summary punishment over their own people. The christians can always (though it is attended with much trouble) gain redress for injury, and petitions presented for any grievance or privilege of trade, are listened to and often granted; but their walks are limited to certain bounds, nor are they allowed to ride at all, on horses or in any carriage, or to introduce any ladies to Canton. Those Europeans who have wives keep them at Macao, and visit them when their business will admit of it. The curiosity of one lady, some time since, tempted her, and her influence over her husband induced him for a moment to forget himself, and allow her to attend him to Canton in the dress of a page. Even before she landed she was discovered, and obliged to fly to Macao in a small boat, whither she was pursued, and barely escaped with her life. The husband—weak, foolish man—was fined heavily.

During the night, there are watchmen in every street, who give frequent warnings of their presence by beating on a piece of bamboo. No christian is allowed to be out without a lantern in his hand, or carried by a servant before him, with Chinese characters on it, denoting his name and place of residence. In transacting business, or making calculations, in which they are assisted by their "counting board," or swan-pwan,\* they are astonishingly expert.

While at dinner with Mr. L., (our kind host,) he left the room and returned again so soon as to be scarcely missed by us, when he informed us, that he had just made a sale while absent, of a quantity of opium, and assured us that the Chinese are remarkably quick in business. "Those shop-keepers (he observed) from whom you may purchase the most trifling article, supply ships with cargoes to the amount of two hundred thousand dollars, and will contract to do so, with all the necessary securities, in the time I have been absent from table; will transact all the smuggling, if any is necessary, get all the chops for duties, and deliver the articles on board the vessel at Wampoa, Lintin or Macao."

Their fancy articles, such as lacquered ware, in imitation of the japan, carved boxes in ivory, which they execute with so much despatch and delicacy, are sold for trifling sums. They are most faithful copyists in painting and otherwise, though they appear to have

\* "The Chinese mode of computing is by a kind of abacus, which they call swan-pwan; (counting board.) It consists of a frame of wood of various size, divided into two unequal compartments by a bar placed crosswise, at about one-third the length from the top. Through this bar, at right angles, are inserted a number of parallel wires, and on each wire in the lower compartment are five moveable balls, and in the upper, two. These wires may be considered as the ascending and descending powers of a numeration table, proceeding in a decimal proportion: so that if a ball on any of the wires in the larger compartment be placed against the middle bar, and called unity, or one, a ball on the next wire above it will represent ten; on the next one hundred; and so on: so also a ball on the wire next below that expressing unity, will be one-tenth; next lower one-hundredth; and the balls on the corresponding wires in the smaller compartment, will, in the same manner, represent five, fifty, five hundred, five-tenths, five-hundredths, etc., etc. The value or power of each of those in the smaller division, being always five times as much as those in the larger."—*Milburne's Oriental Commerce*.

no idea of perspective, lights or shadows; and consequently can produce nothing original of any merit. In tailoring they are equally precise. One of the midshipmen sent a pair of pantaloons as a pattern to have several pair made by; each pair that returned was exact to the pattern, even to a different colored patch on the seat, some buttons covered, and some not.

They are the most accomplished rogues and counterfeits. I saw a dollar that had been made of a very thin covering of silver, filled in with iron. In receiving pay for an article, they will, unobserved, exchange the money you give them for a counterfeit dollar, and return it to you as bad. The custom is, never to put the money in their hands until they are satisfied by its sound that it is good. In making a bargain with a shop-keeper, (we were told) after setting your own price, show him the money and the bargain is concluded; he cannot withstand the sight of it. I practised this to effect. We never could get money in change after purchasing an article. I several times tried faithfully without success. They will show you every article in the shop, to the amount of your change, in their possession; if you affect anger, they will laugh and assure you they will pay you. "But look here, John—first-chop ting—varra good—take dis—only hap doll," and so on. In want of an alternative, you are obliged to take the value of your money, and depart.

Our leave of absence having expired, we all embarked again in the Sylph on our return to the ship. The weather being more pleasant and the atmosphere clearer than on our passage up, we had a better view of the pagodas along the river, and the fortifications at the Bogue or Bocca Tigris, (in China, Hoo-mun—Tigris mouth.) "Here vessels must show their permits, before entering, and are therefore required to anchor outside, if reaching it during the night. Here is the head quarters of the Chinese admiral, or naval prefect, of Canton province."

While our commander was at Canton a proclamation was handed him in nearly the following words:—"Whereas an American armed ship has appeared in our waters, mounting fifty guns,—muskets — cartridges, — six hundred men, and other warlike implements; we command her to take advantage of the first fair wind and return home." This is always done to every armed ship, though no attention is paid to the mandate of his celestial majesty. Formerly, men-of-war junks were sent down to watch and order away vessels of war. But John Bull took the liberty once of sinking a score of them with one of his frigates; since which John China-man contents himself with coming within sight of a vessel of war, and then returns to report his exploits in ordering off, sinking, etc. After our return to the ship, we ran down in her to Macao, where we remained twenty-four hours.

"The climate of this place is healthy, and the place has good water, excellent bread and a well-stocked bazaar. On landing you have before you a spacious semi-circular bay, encompassed by rising hills, crowned with forts, convents, churches and private buildings. The circuit of the peninsula is said to be about eight En-

glish miles, its greatest extent three, its greatest breadth nearly a mile."—*Canton Miscellany*.

The Portuguese, who were the first Europeans that visited China, (1516) are in nominal possession of Macao, (in Chinese, Dou-mun, entrance to the bay.) In 1558, after having had temporary abodes in it for twenty years, they obtained liberty, by the seasonable use of bribery, to take up their fixed residence in the place, and build more substantial houses. This was obtained from the local authorities, and not by any imperial grant, in reward for services done by the Portuguese in driving off pirates. Macao, therefore, still belongs to the Chinese government. The Portuguese themselves virtually acknowledge the fact, by the annual payment of a ground rent, which is now limited to five hundred teals. They are, however, under the government of their own officers, or subject to their own laws, as are also the Chinese to theirs. Thus there are, in fact, two distinct governments in Macao, while foreigners of other nations are subject in an equal degree to the laws and government of both parties.

The Dutch have made several attempts, first in 1622, and subsequently, to get possession of Macao, but have failed. In 1808, the English also attempted it, but the Chinese government immediately stopped the English trade and refused all communication with the admiral, so long as their force remained. After three months stay they quietly withdrew.

As our pilot, Sam Cocha, left us after taking us clear of all dangers, he saluted us with "chin chin jos," by beating on a gong, which means, being interpreted—"farewell and a pleasant passage." The weather was thick and threatening, and we had scarcely got an offing before the night closed in upon us boisterously. I had scarcely fallen into a slumber before the cry of "port! hard a port," was bellowed forth from several voices at once—officer of the deck, first lieutenant, and captain,—and in such a tone as will startle and effectually awaken a whole ship's company from the soundest sleep.

In a moment, such as that, thought travels with amazing rapidity; ideas and images crowd themselves upon the mind, in the same mixed and confused manner, that the surrounding objects occur to the senses of the traveller in a rail road car, while moving at the rate of twenty-five miles per hour. In the few seconds that followed the startling order—"port—hard a port!;" rocks, shoals, ships and hardships of every size and character, present themselves to the imagination. In breathless anxiety, I could almost feel the shock that I, every instant, expected; the crash of matter; the horror of a midnight wreck. Soon the cheering cry was passed along the deck—"all clear," when, looking out at the port opposite my cot, I could see within fifty yards, the cabin lights of a large ship. We hailed and were answered, but amid the pelting of the rain and roaring of the wind, no information could be obtained or given. In an instant we had passed, and all was again midnight and darkness, only interrupted by an occasional flash of lightning and the phosphorescence of the wave's white foam.

[*From Silliman's Journal, No. 53, April, 1834.*]

## ON THE NAVIGATION OF CAPE HORN;

BY M. F. MAURY, PASSED MIDSHIPMAN, U. S. NAVY.

A variety of causes combine to render the navigation, from the Atlantic around Cape Horn to the Pacific, dangerous.

From the time Sir Francis Drake was driven off Cape Horn, till the present day, the boldest navigators have approached it with caution. They never venture in the latitude of it, until each has prepared his vessel for the rough weather to be expected in rounding it; for this, no precaution is omitted. Men-of-war strike part of their armament into the hold; get their anchors between decks; send up stump masts; bend the storm sails; and secure their spars with preventer rigging, as they get near the tempestuous regions. In the roughness of the passage, the crew is liable to much exposure.

There the tempest, the sea, and the iceberg assume their most terrible character, each presenting dangers almost new in their kind and peculiar to the region.

The ice, from its beds of a thousand years, is detached in island-like masses by the gale and the shock of the sea; it is swept to the north by the winds and currents, and carries in its silent course all the dangers of the hidden rock, until it gradually melts away under the influence of more genial climates.

The gales, frequently accompanied with hail and sleet, are proverbial among seamen for their unremitting severity, and the length of their duration. Occurrences of vessels "lying to" in gales of wind, for many days, off Cape Horn, are frequent. I have seen them arrive in Valparaiso and Callao, after having been detained eighty and even one hundred and twenty days in gales and head winds off the Cape. The case of a ship's "lying to" there, in one continued gale, for seventy days, is of recent occurrence. It is not unfrequent that vessels, even of war, put into the ports of Chili, crippled in the rough weather at the south. The most robust constitutions, overcome by long exposure to it, succumb to its severity; they may bear up against it for many days, but the hardiest crew, exhausted at last by incessant toil, are forced in despair to give up the ship, clogged with ice and snow, to the mercies of the contending climates.

The waves run to a height, which, in other seas, they seldom attain. In the calm they cause no less damage than in the gale, by distressing the ship with labor. In that succeeding a storm, vessels sometimes roll their masts away.

To determine upon the best route for doubling Cape Horn, has been a desideratum of the first importance to South sea navigators. Many opinions have been advanced on the subject, but down to the present time no route has been proposed, nor directions given, which have received general approbation, or have met

with the concurrence of those, whose experience in Cape Horn navigation, gives value to their opinions.

The routes, which have been most recommended, and which have been followed with most success, have resolved themselves into two—the “inshore” and the “southern.” The former is preferable and more expeditious, when the winds are favorable for sailing westwardly. The latter should be taken, when gales from the westward are encountered, while doubling the Cape. By standing to the southward in such cases, the track of the violent winds, that come sweeping around the extremity of the land, from the west and northwest, will be crossed; sometimes it does not reach further to the south than  $57^{\circ} 30'$  latitude, it seldom extends beyond  $63^{\circ}$  south latitude.

The absence of regular periodical winds in the vicinity of the Cape, contributes to the embarrassment of opinion with regard to the most expeditious route for doubling it.

No general directions can be given, which will invariably point out the best course for a vessel to steer, while passing the boisterous region. This is prevented by the uncertainty of the winds, in regard both to their strength and the direction in which they may blow. But under the guidance of certain circumstances to be pointed out, the navigator may be greatly assisted in conducting his vessel in safety through the tempestuous sea connecting the Pacific with the Atlantic.

From peculiar circumstances connected with the western gales that blow around the Cape, there is reason to believe that they do not extend far beyond it with equal violence, and that they are strongest in its vicinity. It is a phenomenon occurring not unfrequently under the observations of sailors, that the same gale does not always blow over extensive tracts of the ocean. Ships, a few leagues apart, are sailing sometimes at the same moment with winds of unequal strength, and even from different directions; of this a case which occurred in 1829 can be instanced. One vessel was dismasted in a gale, when another only a few leagues from her was sailing in fine weather, with a moderate breeze from a different direction. This gale continued for several days nearly within the same limits.

Winds from every point of the compass are met with off Cape Horn. They blow with great violence from every quarter. The secondary causes which govern them seem to follow no laws, save those concealed in their own mysterious effects. The fact that winds with *westing*, are more prevalent than those with *easting*, in them, is established from the circumstance, that the return is less dreaded, and shorter, than the outward bound passage. The ratio of winds with westing in them, to those with easting, is as *three to one*.

During the month of our vernal equinox they appear to assume something of the character of periodicals, prevailing from the eastward; hence March is considered the most favorable season for passing from the Atlantic around Cape Horn, into the Pacific. In

November they are more prevalent from the opposite direction. This is the most favorable month for returning from the Pacific.

I have before me extracts from the log-books of a number of vessels that have doubled Cape Horn, at different seasons of the year. Of those which have passed the Cape in March, all have had fine weather, with eastwardly winds. One of them, in March, performed the passage from Bordeaux, around the Cape, to Callao, without having reefed a sail.

The recent observations of sealers, engaged in taking skins, for several years, on the South Shetland Islands, go to establish the fact, that the winds there and along the icy continent to the southward, blow from the eastward two-thirds of the year, the reverse of what has long been known to be the case in the vicinity of Cape Horn.

I am informed by some masters of vessels who have been in the habit of coming to the Pacific by the southern route, that, by going as far south as  $63^{\circ}$ , they have not only a smoother sea, but a climate less boisterous and rigid. The fact of this comparative mildness of climate is not attested sufficiently to be admitted as a truth. It is near the region of perpetual ice. The eastwardly winds that prevail near the South Shetlands and along the icy continent, are eddies to the gales from the westward, sweeping over regions a little to the north. They are confined to certain parallels, by the same peculiarity of causes by which they are put in motion.

The icebergs common in the latitude  $63^{\circ}$ , are serious objections to some why the southern route should never be attempted; but the probability of falling in with them, is less to be dreaded, than are the injuries and delays incidental to the westerly gales, by attempting to ride them out in the vicinity of the Cape, where they are always most violent. The range of these gales is frequently passed, by standing two or three degrees to the southward of St. John's.

The early navigators followed the "inshore" passage. Those who came after them, in more modern times, steered more to the south, and were sometimes favored with fair winds and speedy passages. Those who were fortunate approved of the plan, and, in the pride of success, they recommended others to pursue the same route; arguing, that although the distance was greater, yet the passage was shortened by having favorable breezes and a smooth sea. In the present day, there are those who sail by both routes, and make short passages; showing that the preference should sometimes be given to the one, and at other times, and under other circumstances, to the other.

Those who go the "inshore" passage, keep close in with the land. When the wind is fair they go to the north of Diego Ramirez; never to the south of it, further than ten or twelve leagues, if they can avoid it. Supposing this cleared, they continue on due west, upon the same parallel, as far as  $85^{\circ}$  of longitude; thence upon that meridian due north, to latitude  $40^{\circ}$  south, whence they shape their course directly for the port of destination. When the

wind is favorable, they pass through the straits of Le Maire; but this should be done only when they are likely to be embayed, or when they are swept under the land so that they cannot pass to the east of Staten Land, without loss of time, and probably of a fair breeze.

A vessel may enter the straits with a favorable breeze, and under every appearance of good weather, and in coming through, be met by a gale from the southeast, which would place her on a lee shore, and in a very critical situation. The possibility of taking this gale, is a good reason why vessels should go around St. John's, in preference to passing through the straits of Le Maire, when they are free to choose either.

If a gale from the westward be encountered off Staten Land, they seek refuge from its violence under the lee of the island, and "heave" or "lay to" in smooth water, until the gale abates. If they be further to the westward, before they meet it, they "lay to" on either tack, preserving the latitude in which they may be at the time of taking it, as near as practicable. After the gale has passed over, they stand again to the westward. On nearing the Cape the second time, they run the same risk of meeting an adverse gale that they did when it was first approached. Frequently they do not clear the Cape, until the third or fourth attempt, after having been set to the eastward by gales from the westward.

During the northwest gales, vessels have been driven several hundred miles to the southeast. In 1819, '20, an English brig was set in a northwester, from the vicinity of Hermit's Island down to the South Shetlands, which had been discovered by a Dutchman, about two hundred years previously: during this lapse of time, their existence had never been confirmed to the world, by a concurrent report from other navigators, and the reported discovery of the Dutchman had sunk into disbelief, and finally into oblivion. The brig, after a tedious passage, arrived at Valparaiso, and her master (one Smith,) reported the discovery he had made to Captain Sherif, R. N., who was in the bay of Valparaiso, in command of one of his Majesty's men-of-war. Captain Sherif chartered the brig, sent officers on board, and despatched her, to ascertain the reality of the reported discovery, and the position of the islands. They were found without any difficulty; and after sailing among them for a day or two, the brig put into a harbor, where were several American vessels, lying quietly at anchor, some of which had been in the habit for five years of visiting that place.

When the westerly gales become so violent as to strip the canvas from the yards, the ship is liable to much injury, if they blow for many days, which they frequently do. By persisting in the attempt to weather out the storm, and to secure the "inshore" passage, vessels have been reduced almost to the last extremity before they succeeded. In waiting to catch a favorable moment for passing the land, some are even less fortunate. After riding out gale after gale, and being driven from the land as often as they made it, they are at last forced, in distress, to put back into some port on

the Atlantic side. They are seen coming into Rio Janeiro or the La Plata, their hulls so completely shattered that they scarcely keep afloat, and the crew unable to manage them, being exhausted by long exposure to the freezing winds. The delay necessarily incurred by refitting, and from the difficulty of shipping another crew, amounts to several months. Probability favors the supposition, that these misfortunes would have been avoided by lying to on the starboard tack, and forging to the southward, out of the strength of the gale, with the expectation of catching an easterly wind in the icy regions.

Those who follow the "southern" route, take their departure from St. John's, (Staten Land,) and steer to the southward to latitude  $63^{\circ}$ , where they expect to find the wind from the eastward, which will carry them as far as  $85^{\circ}$  or  $87^{\circ}$  of west longitude. They make this longitude before they cross the parallel of  $61^{\circ}$ ; whence, as those who go the other route, they steer directly north to latitude  $40^{\circ}$ .

Independently of personal observation, other means of acquiring information relative to the navigation around Cape Horn, have been resorted to. Besides access to numerous log-books and notes, information has been obtained on the subject, from masters of vessels who have been sailing to and from the west coast of South America, for many years. The opinions of some, derived from an attentive observation, and strengthened by the experience of twenty voyages, have the highest claims to respect. The advice of these men urges the propriety of yielding to circumstances in doubling Cape Horn, and of being guided by the winds, in giving preference to either the "inshore" or the "southern" passage.

The former is to be pursued always, when the winds are favorable, keeping close into the land, never passing to the southward of Diego Ramirez more than ten or twelve leagues. It is better to go to the northward of it, when it can be done without loss of time. The "inshore" passage being nearer in point of distance, when the winds are a-head, if the sea be smooth enough to allow a vessel to beat to windward without losing by leeway; but when this can no longer be done in a breeze that is freshening, the route should immediately be abandoned by standing to the south, until the wind shall be found to be more favorable for getting to the west, which frequently happens, by running a few leagues to the southward of Diego Ramirez. The westerly winds, for the most part, come in a sweep around the land, without stretching many degrees in breadth, towards the south.

The longitude of  $85^{\circ}$  should be gained, without going to the northward of the parallel on which the land is cleared. The latitude of  $40^{\circ}$  south, as in the other route, is made on the meridian of  $85^{\circ}$ . This is always done, to clear the gales and currents which blow and set on shore in the vicinity of the island of Mocha, and the outlet to the straits of Magellan.

Vessels bound from the United States around Cape Horn, are recommended to cross the line between longitude  $23^{\circ}$  and  $26^{\circ}$ ,

so that with the southeast trades they can fetch Cape Frio, which should always be done; then to run the coast down on soundings, and to pass between the Falklands and the Main.

If driven off the coast before reaching the islands, it is better to beat up to it, to the northward, than to pass down south, to the eastward of them, after the gale abates. There are circumstances under which the outside passage would prove the more expeditious, but their presence cannot be known by description; the situation of the vessel, the direction of the winds, the appearance of the weather, etc., are the guides for pointing out the proper time for the outside passage, and they frequently deceive seamen who have never made a voyage around Cape Horn.

The probability of meeting westerly gales to the south, after having passed to the east of the Islands, and the sufferings to which the ship's company is liable in them, are sufficient reasons why preference should be given to the passage between the Islands and the Main. The coast and the soundings along it are clear and regular.

When the wind is fair, Cape St. John's should be doubled close around, and all canvass crowded on the ship, to carry her to the west as fast as possible. The difficulty of the passage consists in getting from Staten Land to  $85^{\circ}$  west.

If on clearing St. John's, or making Hermit's Island, a gale be met from the westward, the vessel, unless she could clear all danger by standing to the northward and westward, should be kept constantly on the starboard tack, until she either forges out of the range of the gale, or arrives in latitude  $63^{\circ}$ . With the easterly winds to the south, she can run to  $85^{\circ}$  west, whence she can steer north to  $40^{\circ}$ , as previously directed.

If it be necessary to go to  $63^{\circ}$  south, before the winds will allow the vessel to stand to the westward, she should make her westing to the southward of  $60^{\circ}$ ; if she gets out of the strength of the gale before she reaches  $63^{\circ}$ , she can run up her westing on the parallel upon which she may be, or as near it as the breeze will allow. It is always advisable to be in longitude  $85^{\circ}$  before attempting to pass to the northward of Cape Horn.

The U. S. S. Falmouth, and H. B. M. S. Volage, doubled Cape Horn in October, 1831; the latter had thirty-eight, the former twenty-four days from the Cape to the latitude of Talcahuana. Both of them took a westerly gale off the pitch of the Cape. The Falmouth stood down on the starboard tack to  $62^{\circ} 5'$  south, and found the winds more favorable. The Volage, persisting in the attempt to gain the "inshore" passage, lay to on either tack, to preserve her relative position with regard to the latitude of the Cape, and was drifted off to the eastward. When this gale abated, she stood up to the Cape again, and took another, in which she was also driven to the eastward. In the third attempt she succeeded in doubling the Cape. She put into Talcahuana, to repair the damages which she had sustained while riding out the gales

from the westward. The Falmouth arrived in Valparaiso in excellent order.

In May, 1829, the U. S. S. Guerriere sailed around Cape Horn, into the Pacific; she encountered a gale from the northward and westward, before she passed Diego Ramirez; she received it in the starboard tack, and forged to the southward; she got clear of it in latitude  $58^{\circ} 37'$ , near which parallel she stood to the west; she was twenty-one days from the Cape to the latitude of Talcahuana.

The U. S. S. Brandywine made the same passage in seventeen days; she passed the Cape in December, 1826; she found the winds varying from northwest to southwest; she ran up the usual *westing* without crossing the parallel of  $57^{\circ} 30'$ . When the winds freshened so that she could not beat to windward, she lay to with her head to the south, giving the land a wider berth.

The American whale ship Enterprise, and the English whaler Sussex, encountered a gale off the Cape near the same time. The former, by forging to the southward, cleared the gale in latitude  $58^{\circ}$ ; and in fifteen days after first crossing the parallel of the Cape, she was in the latitude of Talcahuana. The Englishman had thirty-six days to the same parallel; she lay to close to the Cape, in order that when the gale should abate she might hug the land around. Before she cleared the Cape, she was twice driven by gales off to the eastward. Short passages are made by hugging the land when the wind is fair or moderate from the westward, but seldom by waiting first to ride out a gale from that quarter. Many instances could be cited showing the advantage of steering to the southward under such circumstances. But, to prove what is here recommended is not pertinent to the object in view, reasons must suffice. Common practice teaches that good passages are more frequently made by those vessels which, finding contrary gales off the Cape, stand boldly to the south, than by those that lie to in them, keeping near the parallel of the Cape. The barometer has not been found to be of much practical utility off Cape Horn, how useful soever it may be in middle latitudes, by indicating the approach of hurricanes; it is no index to the winds in the high latitudes to the south of Cape Horn.

He who in the China seas is warned by the barometer of the approaching typhoon, and can foretell the coming of a gale by the height of the mercury in it, finds that off Cape Horn the same indications are frequently followed by moderate breezes, and even by calms. Here the mercury, below the mean height of lower latitudes, becomes very unsteady, falling and rising several inches in a few hours. During the strength of a gale, sometimes it is observed to rise; at other times it falls, or remains in *statu quo*. Its mean height south of the latitude of Cape Horn, is 29.03 in.

As the Pacific coast of Tierra del Fuego and Patagonia is approached with the wind from the westward, the mercury in the barometer ascends. When the wind is strong, it rises above thirty

inches; and close under the land, with fresh westerly gales, it frequently stands above 30.50 in.

From latitude 45°, embracing a region towards the south of twelve or thirteen degrees in breadth, the most prevalent winds are from the westward. Vessels entering this region from the south have a rise in the barometer, when the wind is on the land. The rise is generally observed to commence about the latitude of the Cape, continuing to increase as the land is neared; and when the winds are fresh, a greater accumulation of atmosphere is shown by a higher range of the mercury.

The result of my own barometrical observations compared with others to which I have had access, shows, that within this region the barometer stands higher when the winds are from the westward, than it does, *cæteris paribus*, between the same parallels in the Atlantic. The difference is nearly as twenty-nine to thirty, and increases as the land is approached. This accumulation of atmosphere is caused from the obstruction which the mountains of Patagonia, and the highlands of Tierra del Fuego, affix to the winds in their passage across the continent towards the Atlantic. The air thus obstructed is compressed by that coming after it; and, according to the force of the wind, and the distance from the land, the barometer indicates a greater or less superincumbent pressure. The disturbing cause which first destroyed the atmospheric equilibrium towards the East, continuing to act, the density of the obstructed air is increased by the increased tendency to restore the equilibrium from the West. The air, thus forced, rushes around the southern extremity of the land with an impetuosity that is known only to those who experience the effects of its violence. This current of air, as it sweeps around Cape Horn, is confined to a channel, which is widened towards the south, in proportion to the latitudinal breadth of the column that is rushing to the east. Near the southern borders of this channel the easterly winds commence, returning in eddies towards the west, whence they are again carried eastwardly, in the current that rushes around Cape Horn.

[ FROM PAPERS ON NAVAL ARCHITECTURE, CONDUCTED BY WM. MORGAN  
AND AUGUSTINE CREUZE. ]

### ON THE STOWAGE OF SHIPS.

By the stowage of a ship is meant the disposition of the ballast and stores. The great effect produced by different modes of stowage, renders this subject one of the most important connected with naval architecture. Most of the properties of a ship depend in some manner on the situation of the centre of gravity, which is determined by the disposition of the moveable weights on board. The great difference found to exist in the qualities of the same ship at different times, arises principally from alterations in the stowage and trim. The astonishing improvements sometimes said to be made in ships by the removal of small weights, might perhaps appear questionable; but as the present state of this branch of the science of naval architecture is not sufficiently known to fix with certainty the best sailing trim, the numerous facts related on the authority of men of experience are to be received with the greater credibility; if not admitting the degree, yet as establishing the principle.

This subject has received the attention of many eminent scientific men, as well as experienced naval officers, through whose labors very valuable information has been obtained.

In France, the best memoir on the stowage of ships was several times made the subject of a prize by the Royal Academy of Sciences. Daniel Bernoulli received the prize in 1757. M. L. Euler divided the prize of 1759. M. Groignard, *constructeur des vaisseaux du Roi, a l'Orient*, composed two memoirs to contend for the prizes in 1759 and 1765. M. l'Abbé Bossut and M. J. A. Euler divided the prize of 1761. M. Bourdé de Villehuet obtained the prize of 1766. Many other excellent memoirs on this subject were presented at the competition for the prizes.

As the situation of many of the weights in a ship are unavoidably fixed by circumstances, the advantages to be derived from an investigation of the stowage of ships can relate only to the moveable weights, the ballast, and *part* of the stores.

The quantity of stores and ballast in a ship is the first consideration in the stowage. The number of months for which vessels should stow provisions, depends on their class and general service. No ship should, however, be incapable of stowing four months' provisions with the ordinary complement of stores.

The quantity of ballast is dependent on some of the qualities of the ship: chiefly the stability and the lateral resistance opposed to falling to leeward. An increase of ballast must always produce one disadvantage, an increase of the area of direct resistance, which, *ceteris paribus*, would reduce a ship's velocity in the water. By the increase of ballast, however, judiciously stowed, the stability of a ship is frequently increased, so that she will carry so much

more sail, that the moving power is increased more than the resistance, and, consequently, the velocity of the ship is increased. The question arising from this consideration is, whether the advantage produced by an increase of ballast could not be obtained by other means, without an equal attendant disadvantage?

The stability could be increased in a ship to be built by an increase of breadth preserved above and below the water's surface, as far as the immersion and emersion caused by the inclination, and extending considerably forward and aft. The lateral resistance to prevent the ship's falling to leeward, might be increased by the form below, and forward and abaft. By these means it would not be necessary to increase the quantity of ballast so much as is frequently done. This substitution of form for an increase of ballast cannot, however, probably be carried so far, but that a considerable quantity of ballast will be necessary. To what extent the quantity of ballast in ships might be reduced, might probably be ascertained by experiment.

The properties of a ship which are chiefly affected by the stowage are, the stability, rolling, pitching, holding a steady course, ardency or tendency to fly up to the wind, going about, action of the rudder, and the strain of the materials. The manner in which the stowage influences these properties, will be best seen by considering them, as far as is possible, independently of other circumstances.

1. The Stability.—The disposition of the weights of a ship determines the position of its centre of gravity, which, *ceteris paribus*, increases or diminishes the stability, according to its being lower or higher in the ship. This is as well known in practice as clearly demonstrable by science.

The distribution of the ballast as low as possible is, therefore, always necessary, when the stability is required to be increased. The nearer the middle of the ship, in the full parts of the body, the ballast is stowed, the lower it will be, and consequently the greater the stability. This, in almost all cases, is good stowage in relation to the stability of a ship, as the case is rare when the lading of the ship is of such great specific gravity as to render it necessary to raise the weights, by putting articles of less specific gravity under.

2. Rolling.—In estimating the influence of the stowage on the rolling of a ship, it must be considered independently of the stability. The permanent inclination caused by the force of the wind, depends entirely on the stability; but the vibratory action of rolling depends on other causes, some of which are unconnected with the stability. Two ships of equal stability are frequently known to possess very different qualities in this respect: the one may roll slowly and easily, the other quickly and uneasily.

The rolling of a ship is caused by waves striking on a ship's side; it is generally deepest either when a sudden change of wind takes place, and the ship sailing free, is struck on the side by the waves, which continue to run in the direction of the wind before

the change; or, in a calm, when the swell of the sea gives the body of the ship a constant disposition to incline, without any inclining force of wind to keep the ship steady.

The rolling of a ship is sometimes considered analogous to the vibrations of a pendulum. Supposing some point below the ship to be the point of suspension, the length of the pendulum is measured by each particle into the square of its distance from the centre of suspension, divided by the whole body into the distance of the centre of suspension from the centre of gravity. The length of the pendulum would, therefore, be increased by removing the weights as far as possible from the centre of suspension. The disposition of the moveable weights in a ship, according to this consideration, therefore, to increase the length of the isochronal pendulum, would be to place them as far as possible from the vertical and longitudinal plane passing through the centre of gravity. By the increase of the length of the pendulum, the time of the oscillation is increased, so that the ship's rolling would be proportionally slower.

The analogy, however, between the oscillations of a pendulum and the rolling of a ship, cannot be considered strictly correct.

An easier manner of considering the effect of the weights on the rolling of a ship, is, simply, by estimating the resistance to rotatory motion by their inertia. As the inertia of any weight is measured by each particle into the square of its distance from the centre of suspension, the placing these weights farthest from the centre of suspension would most increase their resistance to motion. In a ship, the centre of suspension must be considered to coincide with the centre of gravity; so that the farther the weights are removed from the centre of gravity, the greater would be the resistance to quick and uneasy rolling.

The practice of "winging the weights," as it is technically called, suggested by these principles, is found to be fully justified by experience. Care should, however, be taken, that the centre of gravity of the weights may not be raised by this disposition, that the stability may not be diminished by it.

Quick and violent rolling is frequently found to be very injurious to the hull and masts of a ship. Many modes of security of the beam-ends and ship's sides have been adopted, which have been of great advantage in sustaining the strain caused by this action. Due consideration to form and *good stowage* are, however, always found greatly to reduce the violence of a ship's rolling.

3. Pitching.—When a ship is so far passed over a wave that the fore part is unsupported by the water, the mean vertical direction of the water acting abaft the centre of gravity, causes the bows to pitch forward into the hollow of the waves. This motion, as far as it is influenced by the distribution of the weights, is subject to the same laws as the rolling. The further the weights are from a vertical transverse plane passing through the centre of gravity, the greater will be their inertia, and consequently the slower and deeper the pitching. These two motions are, how-

ever, to be considered very differently, as to their effect on the ship. The advantage of increasing the time and depth of the rolling has been considered in diminishing the strain of the hull and masts; but the effect of deep pitching must, on the contrary, be considered as disadvantageous, by retarding the velocity of the ship's motion, and rendering it uncomfortable to the men, by the waves breaking over it.

When a ship has passed a wave, the after part falls into the hollow of the waves, by the mean vertical direction of the water acting on the fore side of the centre of gravity. This action, which is called scending, is affected by the disposition of the weights similarly to the pitching.

The form of the fore and after parts of a ship determines, in a great degree, these actions of pitching and scending; but as other circumstances frequently require a form not the best calculated to regulate them, it becomes the more necessary that the best disposition of the moveable weights should be made for this purpose. It is therefore necessary to bring as many of the moveable weights as possible near the middle of the ship, to reduce the depth of the pitching and scending.

**4. Holding a steady course.**—When a body moves through any fluid, it is necessary that the lateral resistance abaft the centre of gravity should be greater than before it, to prevent the body having a continual tendency to turn round. This disposition in a ship to turn from the direct course, is technically called yawing; it increases the difficulty of steering, and retards the sailing. To prevent this bad quality in a ship, the weights should be so placed that their centre of gravity may be before the middle of the ship's length, by which the moment of the lateral resistance abaft the centre of gravity will be increased, and the moment forward diminished.

**5. Ardeney.**—The ardeney of a ship, or its tendency to fly up into the wind, depends on the mean direction of the water, the ship sailing by a wind, and the position of the centre of effort of the sails. When a ship is fully stored and properly trimmed, the mean direction of the water passes a little before its centre of gravity. By the loss of the consumable stores, the trim may, by improper stowage, be so much altered, that a ship which at first possessed a weatherly quality in a proper degree, may either lose it altogether, or have it altered so much as to destroy the excellency of this important quality. The stowage should therefore be so disposed, that the consumable stores should be taken in such proportions from the fore and after parts of a ship, that the good qualities at first possessed may be retained when lightened. This requires great acquaintance with the qualities of the ship to be stowed, as well as great judgment in the disposition of the ballast and stores.

**6. Tacking.**—The resistance a ship experiences in coming about, depends on the lateral resistance of the parts before and abaft the centre of gravity. This resistance will be proportional to the squares of the lengths of the parts before and abaft the

centre of gravity, which will be a minimum when the centre of gravity is in the middle of the length.

7. Action of the rudder.—As the rotation of a ship must always be referred to the axes that pass through the centre of gravity, the momentum of the power of the rudder to turn a ship is proportional to the distance of the centre of the mean resistance of the rudder from the centre of gravity. This consideration would lead to the moveable weights being placed so that the centre of gravity of the ship should be before the middle of the length.

8. Strain of the materials.—The inequality between the weights in different parts of a ship, and the vertical pressure of the water at the corresponding parts, causes a continual strain on the ship longitudinally, which produces an arching, sometimes technically called hogging. To equalize these two actions, is the mode, immediately suggested by the consideration of the cause of arching, as the best method of preventing it. Circumstances, however, prevent the establishment of this equilibrium; great weights will always necessarily be at the extremities of the ship, and the buoyancy of the corresponding parts of the body must always be very inadequate to their support, from the leanness of the fore and after parts of the body. As far, however, as circumstances will admit, the principle should be attended to, of placing the weights where the buoyancy of the body is best able to sustain them. This requires the ballast and heaviest stores to be placed in the full parts of the body, towards the midship section; reserving, however, the immediate vicinity of the mainmast free from the heaviest weights.

These are the principal considerations in the stowage of ships; and it happens fortunately, that the modes of stowage required by a due attention to the qualities influenced by it, are generally compatible with one another. The stability requires the greatest weights as low as possible, which is agreeable to concentrating them towards the middle of the ship's length, which is required to produce the best effect on the pitching, tacking, and strain of the materials. Holding a steady course, and the action of the rudder, require the weights to be placed so that the centre of gravity of the ship may be before the middle, but not so much as to be *practically* opposed to the consideration of its being very near to the middle, which reduces the resistance to coming about. The rolling requires the weights to be winged, which may be done by judgment and attention, without raising their centre of gravity, which would diminish the stability.

The result of these observations is, that the moveable weights in a ship should be so disposed, that its centre of gravity may be low and a little before the middle of its length; and that they should be winged as much as possible, without raising their centre of gravity.

Chapman says, in his *Treatise on Ship-building*, that the centre of gravity of a ship should be between the limits of 1.50 and 1.100 the length before the middle. This proportion he most pro-

bably determined by calculations made on different ships in the Swedish service. The centre of gravity of ships of seventy-four guns, stowed according to the English method, as to the height of its situation, is generally from about six to nine inches above the load-water line.

These principles govern the stowage of ships; but the manner and degree to which they should be carried into practice, must be ascertained by experiment. A course of experiments on the quantity of ballast, and the best disposition of weights on every class of ships, would be very valuable to the science of naval architecture. By determining the proper trim of the different classes of ships, much valuable information would be obtained for the naval architect in making designs. Many calculations, which are made by assuming the set of the ship in water, but which it is afterwards found necessary to alter, would be made with much greater certainty than at present. It is by a combination of theoretical and experimental knowledge, in this subject as in most others connected with naval architecture, that this science will arrive at excellence.

M.

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[ FROM THE UNITED SERVICE JOURNAL, JANUARY, 1835. ]

#### INFANTRY.

MR. EDITOR.—On a former occasion, I attempted to prove that the destroying power of infantry has considerably retrograded within the last two centuries; I now proceed to show the causes of its retrogression, and to point out the steps by which it has taken place.

The infantry of Gustavus Adolphus, the "Lion of the North," was divided into battalions of fifteen hundred men, one-third of whom wielded pertuisannes eleven feet in length, the remainder shouldering muskets, in many respects superior to the modern regulation-fusil. Their barrels, eight inches shorter and much lighter than those now in use, were provided with large double-sights, and constructed throughout of nearly equal thickness; the very carefully-finished locks being also furnished with hair-triggers.—Cartridges were then served out only to horsemen; and in distant fighting the infantry loaded with balls cast exactly to fit the bore of the piece, therefore allowing no windage, and requiring the exertion of considerable force to drive them home. Attached to the waist-belt they wore a bag of half-ounce pistol bullets, six or eight of which they usually slipped into the piece at once when engaged at close quarters, or preparing to receive cavalry. Very slow and methodical was their fire, seldom exceeding six volleys in five minutes; but from constant practice at the target, their aim was neither

less cool nor less deadly than that of modern riflemen. Deployed, they usually formed four deep, each file being allowed a width of three feet. Their swords were two feet five inches in the blade.

Between the infantry of Gustavus and that of Cromwell, the only important difference lay in the fact, that three-fourths of the English spearmen were armed with eighteen-feet pikes, and the remainder wielding halberds six feet four inches in length, the axe-heads of which often did good service, especially during the Irish war, in splitting open doors, hewing down barricades, and shattering chevaux-de-frise; whilst the hook at the back was not less serviceable in tearing away fascines, and in enabling the wielder to scramble up turf entrenchments.

At the restoration, the British army was entirely remodeled, and numberless alterations were introduced; none of which, if we except the adoption of cartridges at the suggestion of Lord Ossory, were for the better, and many most decidedly for the worse. Six inches were added to length of the musket, the bore of which was at the same time increased, so as to allow a certain degree of windage. That most terrible of weapons, the good old English cut-and-thrust sword, was at the same time exchanged for the light and elegant but ludicrously inefficient Italian rapier. To this ill-judged step must be ascribed the subsequent introduction of the bayonet, with which the rapier was found too slight to contend, and over which it was not long enough to reach.

With their usual veracity the historians of France claim for their countrymen, about 1672, the invention of the bayonet; but that honor, such as it is, belongs to the Malays of Macassar, from which the Dutch colonial troops learnt the practice of fixing daggers into their firelocks when advancing to the charge. The French army was indisputably the first in Europe to adopt this novel invention, and the example once set was blindly followed by the military of every power in christendom.

In 1689, the British army was reformed upon the Dutch model. The number of pikemen was diminished, the infantry and cavalry were alike trained to fire regularly by platoons, and Cromwell's method of charging after the first fire, and sometimes without firing at all, sword in hand, was laid aside as unscientific. Nay, even the royal horse grenadier guards themselves were taught after firing a volley, to charge on horseback, at a trot with the bayonet—their swords being thenceforth to be considered as a mere ornamental appendage.

The abolition of the pike was the result of the battle of Fleurus. On that occasion, the Dutch general, Prince Waldeck, deserted by his cavalry at the first discharge of carbines, formed his infantry into one enormous square, in which formation they met and repulsed numerous charges of cavalry. With great apparent boldness the French cuirassiers trotted up to within fifty yards of the square, halted, fired their pieces with but little effect, and then turning, slowly rode off under an incessant and not ill-directed fire, thus uselessly expending ten-fold more men than would have

suffered in one determined onslaught, like that of Condé at Rocroi, or of Cromwell at Marston Moor. Finding that the renowned cuirassiers of France had been thus easily repulsed and shattered by musketry alone, not a single assailant, officer or man, having attempted to close on the square, the allied sovereigns considered the pikes no longer necessary, and resolved on arming the whole of their infantry with the fusil and plug bayonet. Their example was speedily followed by Louis the XIV, at the advice of Marshals de Vauban and de Calinat, much to the discomfort of such old officers as had served under Turenne or the great Condé, and who had learnt under those chiefs wholly and solely to confide in the cold steel, and to regard the musket but as a secondary, albeit a very useful arm.

Soon after the battle of Killicrankie, in which Graham of Claverhouse contrived with his two thousand irregular highlanders, to dispose in less than ten minutes of near five thousand of infantry, cavalry and artillery, General Mackay, the best officer in William's service, invented a mode of fixing the bayonet at the side of the fusil. His project was neglected by the British government; but after his death in the battle of Steenkirk, it became known to the French monarch, who ordered its immediate adoption by the French and Swiss infantry. Of this improvement the value was first tested in the field at the battle of Landen in 1693. Confident in their new weapons, the French infantry charged with surpassing boldness, and by an unexpected volley at twenty paces, threw into disorder the British infantry. Rallied, however, by the almost super-human exertions of the heroic William the Third, they, by a desperate and pell-mell rush with the bayonet, recovered the ground they had lost: thus, with the steel alone, overcoming fire and steel combined. Mackay's bayonet was soon afterwards adopted by order of the King.

Under Marlborough, few changes of importance appear to have occurred in the equipment or formation of the British infantry. The number of ranks was reduced to three, and a bayonet introduced precisely similar to that now worn. It may also be added that the firelocks of his infantry were finished with exceeding care, had better locks, and carried without comparison, truer than those of the present day.

Scarcely had the emperor Charles, after the treaty of Utrecht, reduced his army to the peace establishment when a hundred thousand Turks, led by the youthful and head-strong Ali Coumourgi, than whom a braver or more ignorant Moslem never flashed a scimitar, crossed the frontier and carried desolation into the very heart of Hungary. Eugene was summoned from his retirement. He arrived to find the imperial army dispirited by ill success, in full retreat. At once he determined to assume the offensive, and resolved on a night attack. Uncovered by picquets, unprotected by sentinels, the whole infidel force, from the Vizier to the meanest of his horse-boys, were buried in a profound sleep. At the first alarm a panic seized that mighty host: leaping into their

saddles, the cavalry dispersed without drawing a sword, and galloped from the field, trampling down the infantry in their flight; while the infantry equally terrified, sought only to escape. A few thousand Janisaries alone remained firm; and foaming with rage, the desperate Coumourgi rushed at their head on Prince Eugene's right, consisting of eight battalions, each formed into a distinct column of grand divisions. Steadily the Imperialists met the shock; but when in a few minutes the Prince with two thousand cuirassiers arrived to their aid, he found but one general, Count de Bonneval, himself senseless from a home thrust, with twenty-five junior officers and privates, still living; so much for the efficiency of the musket and bayonet against the scimitar! Well might Eugene express his opinion that the Osmanlis wanted nothing but the power of acting in concert to subdue the world! The year 1744, is remarkable as the year of the introduction of the rifle into European warfare. Invented by the Russians about 1520, it had by them been neglected; but about 1560 it was adopted by the Janisaries, and subsequently borrowed from them by the Croats, who, by the victories of Eugene, were reduced under the dominion of Austria. Great were the services rendered to the Empress Queen by these fierce warriors, who, although unable to contend with the infantry of France in pitched battle, far excelled it in skirmishing, and frequently overthrew it by an unexpected sword-in-hand attack.

It was in 1744, too, that the cadenced step and the iron ramrod were first brought into play by the Russian infantry. The advantages arising from the latter step were perhaps equally balanced by the increased windage given at this period to the infantry musket. Certain it is, that at the battle of Molwitz, one third more Prussian than Austrian shots were discharged, yet one fifth more Austrian than Prussian bullets took effect. And the like remark holds good of every action fought during this and the succeeding war.

In 1745 the rapier was laid aside by the British foot; but the grenadiers were armed with broad sabres, about two feet in the blade, slightly curved towards the lancet point, and indented in the back, so as to serve the wearer occasionally for a saw. This weapon, during the seven years war, was often found highly serviceable in the attack of posts, the grenadiers decidedly preferring it to the bayonet.

After the peace of Aix-la-chapelle, Marshal Saxe, worn out by age and infirmities, retired from active life. His last request to the King whom he so nobly served, was that the grenadiers might be furnished with silken breast-plates of his own invention, weighing five pounds, but ball proof at eighty paces. He likewise wished to arm the whole of the infantry with Roman swords two feet in the blade, and have them instructed to combine their use with that of the musket. Without these, or corresponding improvements, the veteran assured Louis the Fifteenth that his infantry would remain only half fitted for war, and wholly unable to meet an English charge of bayonets. "Of troops," said he, in his last memoir to the council, "there are none on earth so valorous as the French

infantry under fire; but with grief I am forced to add, that they cannot meet a rush with the cold steel." Such was the opinion of the hero of Fontenoy, the conqueror of Roucoux, the victor of Lafeldt, and to sum up all his achievements in one sentence, the only general, in ancient or modern times, who has on three successive occasions triumphed over a British army in battle ranged.

I remain, Sir, yours,  
very obediently,

O. C.

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#### REMARKS

UPON THE ARTICLE IN THE MILITARY AND NAVAL MAGAZINE OF MARCH 1835, VOL. V, NO. 1, UPON MY COAST SURVEY REPORTS.

"Compliments lose their character when not well associated."

*The parts of the writing to be remarked upon will be quoted.*

1. "The occurrence of the war of 1812," is not fully historically correct. It was the *expectation* of war, in 1807, that delayed. In 1812 I was in activity in England for the instruments.

2. "A *suit* of triangles." If it should even be grammatical English, it is certainly far from the manner in which a man in the least acquainted with the subject would express himself.

3. "And probably of Mr. Hassler" is not founded in truth, and ought therefore not have been said.

4. "As honorable to the scientific character of our nation," &c. It is to be hoped, that it is proper to suppose the nation civilized enough to take interest in such a cause, or reason. Mr. Jefferson at least expressed it.

5. "Nothing," to "permanent astronomical observatory." I hope I gave to that clause its proper construction: certainly many of our well-intentioned fellow-citizens think the same.

6. "His own hopes." Read—the hopes of the enlightened citizens of the country, as late Mr. Lowndes (of honorable memory) told to me, in 1818; and since then many gentlemen still living.

7. "Provokes," "more grave conclusions." Is that really proper language? Where is the provocation? Is it really *grave* to try to ridicule a subject of so much real value to the nation, as the one in question, by quoting ridiculous expressions, and speaking in unmeaning words, of "expense," "establishment," "grandeur," &c., when all this is actually contradicted by facts? And, for example: The yearly payments to watchmakers, for poorly registering rates of chronometers for the navy, amounts to more than half the expense of a permanent observatory, interest of the expense of building and all taken into account, except appointments.

8. "Increasing favors of Congress." The coast survey, in its present organization, stands really in favor with Congress, and also with the President; it would therefore be very desirable, for the benefit of the country at large, that such mistaken and ill-adapted statements, as Mr. R. introduces in his writing, were not made, like in 1818, when they led to very ruinous measures, and great losses on all sides.

9. "Openness and exposition:" (Should likely read openness in exposition.) This has always been fully done, at all times; though, as could be expected, not always understood by persons having no ideas of the principles upon which such works can alone be grounded. Even the *principal documents* have been printed, and communicated to every man evincing any interest for them; my plans, and even methods, are published, and have been discussed, many years ago, in Europe as well as in this country; they have even been approved every where.

10. "Frankness and unreserve," "contemplated." As all this has always been observed by me, it must not stand under the conditional mood "should."

11. "Abstruse problems" are not to be used. The work is brought to great simplicity by all that I do, as my assistants can state. From thence until "of nations," is *unmeaning bombast*.

12. "Twenty thousand dollars for twenty years." More than that sum has been spent between 1818, and 1832, (see the accounts in the Navy Department,) for which the results are among the unknown things; any where else except in the accounting offices.

13. "A rapid survey," is no survey at all. Every coasting captain knows twenty times more than such a, *falsely called, survey* can ever give in a century.

14. "Principal head-lands," "by astronomical observations." To determine by astronomical observation one single relative position of two such points of the coast, within the *accuracy of six miles*, would require perhaps ten years of successful observations, with far better means than are ever disposable in a moveable form, and even by proper, and more or less expensive temporary observatories; as fully proved by principles and experience. The relative difference of longitude between the observatories of Paris and Greenwich had been observed upwards of a century, when it was ultimately decided by the *geodetical operations*. The best time-keepers (as this leads to the famous chronometric survey of a speech in Congress,) give, after a number of years, the differences of longitude not yet within two seconds in time; which, by the direction of our coast, under a small angle with the meridian, would, in most instances, introduce an uncertainty of twelve, and more, miles in the distance upon the coast; and such chronometers can even not be obtained in this country, because, in the countries where they are made, they are bought up either by the Governments; or the first men of science are ready at hand to take them. (See the numerous instances in the Astronomical Journal of Schumacher, in Altona, upon all this part, as also upon the in-

stance of the astronomical determination of Cadiz, which varies yet between longitude  $33^{\circ} 54' 8''$  and  $34^{\circ} 13' 39''$ , in time, though determined in *permanent observatories*.) These best chronometers are, besides, unable to stand the usage which they would have to undergo in the work.

15. "And join the intervals by detail surveys." This is proved mathematically to be *impossible*, and can never be proposed by any man understanding the least of the principles of such works. The uncertainty between the points is, as shown, evidently too great to admit of it, and no soundings whatsoever could be grounded upon it. The whole results would produce a completely wild scallop, instead of the real form of the coast. The cost of it would be at least triple of my plans, and the result would not be of any use at the end.

16. "Contemplated only the latter," "to attempt it." The space evidently left in uncertainty, as by the above account, between astronomical observations, for ships to wreck between, from errors of determination, it cannot be supposed that Congress ever contemplated, or could contemplate, to admit. I should consider such a supposition as far more "disengenuous" than what Mr. R. states as disengenuous for the case, on my part. To refuse every ingress to science where it is so indispensable, as in this work, does not, and cannot, lie in the intention of the law; without it the aim is impossible.

17. "Congratulate ourselves." It is to be hoped and wished, that this will be the case.

18. "To its final completion." Young and old are in this respect in the same predicament: life is uncertain in all ages. As for my "mantle," it was badly moth-eaten upon Fire Island beach, while I was measuring the base line. I am no prophet.

19. "Liberal details of officers." Make inquiry about it.

20. "Greater despatch." Despatch in general can only be obtained, when the data upon which the work is grounded are exact. All uncertainty delays extremely, by the natural consequence of fearful, and uncertain, progress, necessary repetitions, &c., which commonly even increase the uncertainty. If my plans and methods were not calculated well for this greatest despatch, I could not now, after only two summers' campaign, be fully ready for the topographical "and sounding" details, to cover all the coast between New Haven and the Neversink, the sea and the (so much misrepresented) hills bordering the valleys, turning their declivities to the sea-shore, or bays; for which the projections are already laid out, to be distributed among as many detail assistants, as may be allowed, and the appropriation may enable to pay; some have actually been executed already, which are, I believe, already more than what can be produced as the work under the interruption law of 1818.

21. "His programme," &c., "his report." The plan now is the same as in 1807; it was suspended in 1818, by exactly such surmises as are presented by Mr. R. The ruinous consequences have occasioned in 1832, the full restitution of the law of 1807,

and abolished that of 1818. Congress has therefore, positively enough, shown the meaning of the law, by discarding the results of the law of 1818, and returning to those of 1807. There is no reason to revise the plans. The fact is, that the plan I proposed, and pursue, is the only one possible, if any result whatsoever is aimed at, as even La Place positively reported for France; as unknowing of my plans, as I was of his report; which is of a much later date than my plans. These principles are all as undeniable as the, so called, Pythagorean theorem.

22. "It would appear from this project," &c. This is palpably turning my expressions; no such idea lies in it, for any man of knowledge in the subject, and the scientific principles of it. The whole of what Mr. R. extracts is fully understood by every body else: so it is by the President, who, in presenting to him the sketches of the triangulations, and discussing with him this very point, of the extent to be given to the work, land inwards, approved it fully, with the words, "*certainly, that must be.*" Upon this sketch Mr. R. may solve his difficulty without travelling to the Alleghanies.

23. "That no less a scope," &c., "by Congress." It is too evident that this is a random throwing in, for which not a trace is to be found in any thing that I ever wrote, or spoke, upon the subject.

24. "Definite reasonable scale." All that I have proposed and done is brought to the very exact, definite, limit of the exigencies of the case; no man in the least acquainted with the principles applicable to it and my work, has ever shown a desire for the least alteration.

25. "Prototype," &c., "by Congress." Nothing in my manner of working, plans, projects, &c., is taken from any type, or prototype, except mathematics; no man whosoever needs be taken in view, in such a case, and so every man capable to do such a work would certainly do; Congress even cannot mean any thing else; and I confess I think it is highly improper to blow the alarm, by such fully unmeaning throwings out of words, and quotations of men, who have rendered valuable services to their country, and a bias upon the real useful state of the work in question. Worse conclusions I dislike to draw.

26. "We also recommend," &c. This recommendation I shall never follow. *Why?* *Because*, when I presented my *papers upon the coast survey*, to the Philosophical Society of Philadelphia, in 1819, I admitted, even wished, the language to be revised. After they had laid in manuscript about five years, they were ultimately printed, while I was planting potatoes on the shore of the St. Lawrence; and the *corrections of the language* disfigured them, in the essential scientific parts, so completely, as the catalogue of errors, that I was obliged to have printed afterwards proves abundantly.

27. "Obscurity of phraseology," "indirectness of design." I need not to answer that, on my part; as all that I ever have done has been fully free of such qualifications; and all my designs are

direct, open, public, printed, and understood by every man capable to understand them. I will leave to Mr. R. to apply his own writing to the test of this gauge.

28. "We here take leave," &c. This ought to have stood immediately after the title; and if Mr. R. will return, as he promises, it will be a friendly advice to him; to study, 1st. The elements of the science upon which he will write, far enough to enable him to understand at least something of the subject: and, 2d. Take such informations, upon my actual plans and works, as will enable him to form a fair judgment of them. I shall always be willing to give to him, and to every other reasonable man, any information desired.

F. R. HASSSLER.

WASHINGTON CITY, *March 31, 1835.*

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#### CONGREVE ROCKETS.

In the *Spectateur Militaire* of January last, published at Paris, we find a short notice of the great perfection attained by the Austrians in the manufacture and discharge of Congreve rockets. As this species of weapon is destined to occupy a conspicuous place in future warlike operations, and will probably effect as material changes in military movements on land as steam upon the water, we have made a translation of the article in question, which is here subjoined.

The Austrians have carried the making and firing of the Congreve rockets to a great degree of perfection. At a short distance from Vienna is their laboratory, and a polygon for experiments. The greatest mystery prevails there, and no one can be admitted without an express order signed by the Emperor; the permission even of an Archduke would be of no avail.

The Emperor having gone one day to witness the experiments, an English officer (Captain Mindzel) eluded their vigilance, and entered unperceived the mysterious enclosure, by driving his carriage close after those of the Emperor. He witnessed the following facts, which he has been kind enough to communicate to us.

Four batteries of six frames (chevalets) each, were arranged in a line, and occupied a space (développement) equal to that of a battery of four field pieces. Each frame, weighing about fifteen pounds, was attended by one man, and could receive one Congreve rocket. A target was at a distance of eight hundred yards, and presented a surface, the height of which was that of a man covered with his shako, and of the length of a platoon of infantry. At the first discharge, the twenty-four rockets, without exception, hit the target.

Immediately after this first discharge, the attendants seized the frames and moved them rapidly forward, at a *pas de course*, to take a new position. They thus approached the target successively, and made a discharge at each of the several points at which they halted, and the target was always hit by all the rockets, without exception.

At length, they retired to the distance of twelve hundred yards, and the discharges still hit the target with the same exactness.

During the whole time of these experiments, in which the movements and changes of position were performed with incredible rapidity and precision, but two rockets missed the target. One thing worthy of remark is, that the wind was high, and consequently as unfavorable as possible for the correctness of the firing.

Captain Mindzel, who was perfectly acquainted with the English rockets, and could form a comparison between their effects and those of which he was witness, confesses that he could scarcely believe his eyes, and that such a result overwhelmed him with astonishment.

## ARMY ORDERS.

HEAD QUARTERS OF THE ARMY,  
ADJUTANT GENERAL'S OFFICE,  
Washington, January 26th, 1835.

ORDER, }  
No. 2. }

I. Detail for the recruiting service, western department, for 1835.

	Capt.	1st Lieut.	2nd Lieut.	Total.
1st regiment of Infantry,	1	"	1	2
2nd	"	"	1	1
3d	"	1	1	2
4th	1	"	1	2
6th	1	1	"	2
7th	"	1	"	1
	—	—	—	—
	3	3	4	10

II. Commanding officers of regiments will select the captains and subalterns agreeably to the above designations of rank and numbers; and in conformity with the third paragraph of the revised recruiting regulations.

III. Major A. R. Thompson, of the second infantry, is assigned to the duties of superintendent, and will relieve brevet lieutenant colonel Foster, of the 4th infantry, at Newport, Ky. on the first of May.

IV. The officers of the first, third, and fourth regiments of infantry, required to be selected for the recruiting service, will be ordered by their respective colonels to report in person to the superintendent, at Newport, Ky., on the first of May; and the officers of the second, sixth, and seventh regiments, are required in like manner for duty on the first of September.

Captain Barker, and second lieutenants Burbank and Mitchell, of the first, brevet major Lear of the fourth, and second lieutenant Hoffman, of the sixth Infantry, will be relieved in May; and second lieutenant Daveiss, of the fifth, captain Rogers, and brevet second lieutenant Griffin of the sixth, and second lieutenant Whiting, of the seventh infantry, will be relieved in September.

V. The superintendent will assign the relieved officers to duty, with any detachment of recruits that may be in readiness at the time to join their regiments.

BY ORDER OF MAJOR GENERAL MACOMB,  
Major General Commanding in Chief:  
ROGER JONES,  
Adjutant General.

HEAD QUARTERS OF THE ARMY,  
ADJUTANT GENERAL'S OFFICE,  
Washington, February 24th, 1835.

ORDER, }  
No. 7. }

The following regulation has been received from the War Department, and is published for general information:

DEPARTMENT OF WAR,  
Washington, 20th February, 1835.

In all settlements of accounts for army clothing issued in 1835, the following list of prices, received from the commissary general of purchases, will govern.

LEW: CASS.

*Cost of clothing for the Army, for the year 1835.*

<b>Dragoon Cap</b>	-	-	-	-	-	-	<b>\$1 34</b>
Metal front equipments,	-	-	-	-	-	-	28
Brass Grenade	-	-	-	-	-	-	18
Band	-	-	-	-	-	-	60
Plume, horse hair	-	-	-	-	-	-	70
							<hr/>
							<b>\$3 10</b>
<b>Artillery Cap</b>	-	-	-	-	-	-	<b>\$1 90</b>
Tulip	-	-	-	-	-	-	12
Eagle	-	-	-	-	-	-	5
Cross cannon	-	-	-	-	-	-	12
Number	-	-	-	-	-	-	5
Plume or pompon	-	-	-	-	-	-	22
							<hr/>
							<b>\$2 47</b>
<b>Infantry Cap</b>	-	-	-	-	-	-	<b>\$1 90</b>
Tulip	-	-	-	-	-	-	12
Eagle	-	-	-	-	-	-	5
Bugle	-	-	-	-	-	-	12
Number	-	-	-	-	-	-	5
Plume	-	-	-	-	-	-	20
							<hr/>
							<b>\$2 45</b>
<b>Pompon or plume, non-commissioned staff</b>	-	-	-	-	-	-	37
<b>Forage cap</b>	-	-	-	-	-	-	80
<b>Dragoon coats, Sergeant Major and Quarter Master Sergeant</b>	-	-	-	-	-	-	<b>7 27</b>
Chief Musicians	-	-	-	-	-	-	8 79
Sergeants	-	-	-	-	-	-	6 62
Corporals	-	-	-	-	-	-	6 62
Musicians	-	-	-	-	-	-	8 14
Privates	-	-	-	-	-	-	6 62
<b>Artillery Coats, Sergeant Major and Quarter Master Sergeant</b>	-	-	-	-	-	-	<b>9 08</b>
Sergeants	-	-	-	-	-	-	6 92
Corporals	-	-	-	-	-	-	6 92
Musicians	-	-	-	-	-	-	8 28
Privates	-	-	-	-	-	-	6 92
<b>Infantry coats, Sergeant Major and Quarter Master Sergeant</b>	-	-	-	-	-	-	<b>8 37</b>
Chief Musicians	-	-	-	-	-	-	9 90
Sergeants	-	-	-	-	-	-	6 61
Corporals	-	-	-	-	-	-	6 61
Musicians	-	-	-	-	-	-	8 13
Privates	-	-	-	-	-	-	6 61
<b>Epaulets, non-commissioned Staff</b>	-	-	-	-	-	-	<b>2 37</b>
Sergeants	-	-	-	-	-	-	1
Corporals	-	-	-	-	-	-	1
<b>Dragoon shoulder-straps ( brass )</b>	-	-	-	-	-	-	94
<b>Artillery and Infantry shoulder straps</b>	-	-	-	-	-	-	50
<b>Aiguillettes</b>	-	-	-	-	-	-	1 25
<b>Sashes</b>	-	-	-	-	-	-	2 12
<b>Wool jackets, Dragoons, Sergeants</b>	-	-	-	-	-	-	4 87
Privates	-	-	-	-	-	-	4 79
Artillery	-	-	-	-	-	-	3 23
Infantry	-	-	-	-	-	-	3 15
<b>Dragoon wool overalls, Sergeants</b>	-	-	-	-	-	-	4 41
Privates	-	-	-	-	-	-	4 16
<b>Artillery and Infantry wool overalls, Sergeants</b>	-	-	-	-	-	-	3 20
Privates	-	-	-	-	-	-	2 84
<b>Dragoon cotton jackets, Sergeants</b>	-	-	-	-	-	-	1 02
Privates	-	-	-	-	-	-	86

Artillery	do	Sergeants	-	-	-	94
		Privates	-	-	-	78
Infantry	do	Sergeants	-	-	-	89
		Privates	-	-	-	73
Dragoon cotton overalls		Sergeants	-	-	-	1 23
		Privates	-	-	-	1 01
Artillery	do	Sergeants	-	-	-	76
		Privates	-	-	-	63
Infantry	do	Sergeants	-	-	-	76
		Privates	-	-	-	63
Sergeants' cotton shirts		-	-	-	-	62
Privates	do	-	-	-	-	43
Flannel shirts	-	-	-	-	-	1 15
Drawers, pairs	-	-	-	-	-	52
Boots, pairs	-	-	-	-	-	1 47
Stockings, pairs	-	-	-	-	-	35
Leather stocks	-	-	-	-	-	14
Great Coats, Dragoons		-	-	-	-	10 22
Artillery and Infantry		-	-	-	-	8 17
Blankets	-	-	-	-	-	3 00
Knapsacks	-	-	-	-	-	1 55
Haversacks	-	-	-	-	-	25

BY ORDER OF ALEXANDER MACOMB,  
*Major General, Commanding in Chief:*  
 ROGER JONES,  
*Adjutant General.*

HEAD QUARTERS OF THE ARMY,  
 ADJUTANT GENERAL'S OFFICE,  
*Washington, March 4, 1835.*

ORDER, }  
 No. 10. }

I. A book for the use of the non-commissioned officers and soldiers, for the purpose of keeping them informed of the conditions on which they are engaged to serve the United States, of the remuneration they are entitled to under the laws and regulations governing the army, has been approved by the Secretary of War.

II. This book is called "The Soldier's Book;" to be procured by the sutlers, who will furnish each man with a copy at a small advance, to be fixed by the council of administration. The sutlers are informed that Samuel Colman, book-seller, at Boston, Mass., has prepared these books according to regulation, and will furnish them, exclusive of transportation, at thirty cents each.

BY ORDER OF ALEXANDER MACOMB,  
*Major General Commanding in Chief:*  
 ROGER JONES,  
*Adjutant General.*

HEAD QUARTERS OF THE ARMY,  
 ADJUTANT GENERAL'S OFFICE,  
*Washington, March 7th, 1835.*

ORDER, }  
 No. 11. }

1. By direction of the Secretary of War, a medical board, to consist of surgeon T. G. Mower, surgeon W. V. Wheaton, and surgeon Zina Pitcher, will convene on the 18th of May next, in the city of New York, for the examination of such persons as may be authorised to present themselves for that purpose, and will report to the surgeon general thereon.

II. In case of the absence of either of the members named, surgeon E. Macomb will supply the vacancy, on being notified of the fact; but if he be not required as a member of the board, he will repair without delay to the head quarters of the regiment of dragoons and report for duty, agreeably to previous orders.

III. On the adjournment of the medical board, the members will repair to their respective stations and report for duty.

BY ORDER OF ALEXANDER MACOMB,  
*Major General, Commanding in Chief:*  
 ROGER JONES,  
*Adjutant General.*

HEAD QUARTERS OF THE ARMY,  
 ADJUTANT GENERAL'S OFFICE,  
 Washington, March 9th, 1835.

**ORDER,** }  
 No. 12. }

The regiment of dragoons will for the ensuing season be disposed of as follows:

I. Three of the four companies at the head quarters of the regiment, under colonel Dodge, will march up the Missouri, cross the shallow of Platte river, and after making a detour to the left, will return to Fort Leavenworth; the remaining one company will be marched to the Osage village, on the Niocho.

II. The three companies stationed at Fort Gibson, under major Mason, will move as follows: one company to the Osage village on the Niocho, to meet the company from Fort Leavenworth. These two companies will range the country to the north and south, along the frontiers, and return in good season to their respective stations at Forts Gibson and Leavenworth, before the cold weather sets in. The two companies of major Mason's command will range to the south as far as the Mexican frontier, and thence bearing to the right, return to their old position on the Arkansas.

III. The three companies under the command of lieutenant colonel Kearny, will proceed up the river Des Moines, to the Raccoon fork, there halt, and reconnoitre the position, with a view to the selection of a site for the establishment of a military post in that vicinity: on which subject lieutenant colonel Kearny will report on his return to his winter quarters at Fort Des Moines. After having made this reconnaissance, lieutenant colonel Kearny will proceed with his command to the Sioux villages near the highlands on the Mississippi, about the 44° of north latitude: thence taking a direction to the westward return to his original position at the mouth of the Des Moines, passing by the right bank of that river.

IV. Should any thing occur among the Indians, which should render it necessary, in the opinion of colonel Dodge, to embody the whole of the four companies of Fort Leavenworth, with the three companies under lieutenant colonel Kearny, he is authorised to do so.

V. There will be left at each of the three dragoon stations a sufficient number of officers and men, to take charge of the quarters and other public property at those stations. Invalids to be preferred for this duty.

VI. In case of meeting with any unlicenced white persons in the Indian country, or any person whatever, acting contrary to the laws relating to intercourse with the Indians, they will be apprehended by the troops and delivered over to the civil authority, in conformity with said laws.

VII. The several movements will commence as soon as the season shall be proper to take the field.

BY ORDER OF ALEXANDER MACOMB,  
*Major General Commanding in Chief:*  
 ROGER JONES,  
*Adjutant General.*

HEAD QUARTERS OF THE ARMY,  
ADJUTANT GENERAL'S OFFICE,  
*Washington, March 14th, 1835.*

**ORDER, }**

No. 14. }

The following information has been received from the War Department, and is published for the information of all concerned:

DEPARTMENT OF WAR,

*March 13, 1835.*

The proviso in the act of Congress, passed March 3d, 1835, entitled "An act making additional appropriations for the Delaware breakwater, and for certain harbors, and removing obstructions in and at the mouths of certain rivers, for the year one thousand eight hundred and thirty-five," and which prohibits, the allowance of extra compensation to the officers of the army, has been submitted to the attorney general for his opinion, and that officer has decided that it extends to, and prohibits, the allowance of all extra compensation, of every kind whatsoever, for which provision is not made by law. Hereafter, therefore, no such extra compensation will be allowed.

This prohibition took effect from the date of the passage of the law, and extends to the following cases:

Per diem to officers on bureau duty.

Per diem to officers in charge of working parties.

Per diem to the secretary of the military board.

Per diem to engineer officers for disbursing public money.

Per diem to the assistant engineer at the Delaware breakwater.

Per diem to the members of the medical board.

Per centage to topographical officers disbursing in the field.

Monthly allowance, or per centage, to officers of the line, temporarily performing staff duties.

Per centage to officers for disbursing funds not properly appertaining to their department.

Allowance to the medical officer purchasing supplies for the medical service.

Per centage to military storekeepers for disbursments.

Compensation to officers on duty connected with the removal of the Indians, except their actual travelling expenses, which are allowed by the act of June 30th, 1834, entitled "An act to provide for the organization of the department of Indian affairs."

Allowance to the officer disbursing money at the seat of government, under the regulation of the War Department of May 31st, 1833.

Extra compensation to the assistant surgeon for attending laborers on the works at Hampton Roads.

Allowance to the officer acting as adjutant at the military academy.

Allowance to the officer acting professor of chemistry at the military academy.

These cases are enumerated for the information of the army, and embrace all the extra allowances which have been reported to this department, in answer to the inquiries which have been made. It is possible, however, that some may have been omitted, and the enumeration will not, therefore, be considered as sanctioning the allowance of any claim, because it is not herein expressly provided for. But the construction of the act will apply so as to prevent the granting of any extra compensation of any nature whatever, unless expressly authorised by law.

The attorney general has decided, that the general clause in the above proviso will render illegal the allowance of any per centage or compensation for disbursing appropriations, made previous to, as well as during the last session of congress.

LEWIS CASS.

BY ORDER OF ALEXANDER MACOMB,  
*Major General Commanding in Chief:*

ROGER JONES,  
*Adjutant General.*

QUARTER MASTER GENERAL'S OFFICE,  
*Washington, February 23d, 1835.*

CIRCULAR, }

Sir:—Herewith you will receive copies of two orders from the Secretary of War; one dated Nov. 28th, 1834, rescinding so much of paragraph thirty-nine of the revised regulations for the quarter master's department, as allows additional quarters to captains and first lieutenants "of ten years standing"—and the other, dated January 27th, 1835, rescinding paragraph seventy-seven, of the same regulations.

I am, respectfully,  
Your obedient servant,

TH: S. JESUP,  
Quarter Master General.

WAR DEPARTMENT,  
*November 28th, 1834.*

Sir:—The President, on full consideration of the subject, has directed that so much of the existing regulations, as allows officers who have served ten years in one grade, additional quarters therefor, be rescinded.

Very respectfully,  
Your most obedient servant,

LEW: CASS.

MAJOR GENERAL JESUP,  
Quarter Master General.

WAR DEPARTMENT,  
*January 27th, 1835.*

SIR:—The seventy-seventh paragraph of the revised quarter master's regulations, is hereby repealed.

Very respectfully,  
Your most obedient servant,

LEW: CASS.

MAJOR GENERAL T. S. JESUP,  
Quarter Master General.

QUARTER MASTER GENERAL'S OFFICE,  
*Washington, March 23d, 1835.*

CIRCULAR, }

SIR:—An order has been received from the Secretary of War, of which the subjoined is a copy. It will be seen that so much of paragraph thirty-nine, of the revised regulations for the quarter master's department, as allows to captains and first lieutenants on staff duty, or in command of posts, additional quarters and fuel therefor, is rescinded.

The decision, communicated from this office under date of February 23d, 1835, in reference to additional quarters to captains and first lieutenants "of ten years' standing," rescinded that part of the same paragraph which allowed additional fuel to such officers.

All captains are placed on the same footing in regard to quarters and fuel, and so are all first lieutenants.

The act of congress, approved June 30th, 1834, "to increase and regulate the pay of the surgeons and assistant surgeons of the army," provides, in the second section; that "the assistant surgeons, who shall have served five years, shall be entitled to receive the pay and emoluments of a captain; and those who shall have served less than five years, the pay and emoluments of a first lieutenant;" so that, where the provision of paragraph thirty-nine, of the revised regulations for the quarter master's department, fixing the allowance of quarters and fuel for assistant surgeons, comes in conflict with the law, the law must have operation.

I am, very respectfully,  
Your obedient servant,

TH: S. JESUP,  
Quarter Master General

WAR DEPARTMENT,  
*Washington, March 20th, 1835.*

SIR:—The President has doubts, concerning the legality of making any other difference in the allowance of quarters to the officers of the army, except such as depends upon their actual or assimilated rank. The present regulations, therefore, on this subject, which allow to commanding officers or to staff officers, additional quarters or fuel, will be revoked, and they will be allowed such quarters and fuel, as their actual rank entitles them to.

Very respectfully,

Your most obedient servant,

LEW: CASS.

MAJOR GENERAL JESUP,  
Quarter Master General.

## GENERAL CORRESPONDENCE.

*To the Editor of the Military and Naval Magazine.*

## SUNDAY INSPECTIONS AND TEMPERANCE IN THE ARMY.

MR. EDITOR:—I perceive in your December No., that a writer, styled *St. Clair*, has volunteered his services, in connection with his predecessors, doubting the propriety of abolishing Sunday inspections, and the substitution of coffee, &c. instead of whiskey, for the enlisted men. A few facts, which might be multiplied and can be attested by hundreds, may convince *St. Clair* and his co-partners, of the truth of this position—that abolishing Sunday inspections, and servile labor on the Sabbath, was called for, long before it occurred.

The United States have scarcely a public building on the north-western frontier, of eight years standing, in the erection of which the labor of soldiers on the Sabbath has not been employed. I would here ask—do the United States, in these piping times of peace, rich and prosperous as they are, need the labor of the soldiers on the Lord's day? Another fact. On the northern and north-western frontier, not many years ago, previous to the order abolishing Sunday inspections, even in the vicinity of churches and places of worship, the troops were drilled after inspection—sometimes for half an hour—sometimes for an hour; and one commanding officer of a post (not now in service) drilled the men two hours every Sabbath—weather permitting,—thus depriving the men of going to church if such was their wish. Posts and names might be stated, but it is unnecessary. Gardens were particularly cultivated on that day, and many times has the writer seen—not in '76—or during the last war—but in the midst of peace and plenty—companies of the — regiment of — employed as beasts of burthen on the Lord's day, viz: cutting and hauling wood on hand sleds, for themselves and their officers, in the immediate vicinity of a populous village; not from the public wood yard—but from a distance in the country. This was repeatedly done by certain companies; and the annals of crime, the registry of courts martial, will prove that the greatest number of delinquents of every description was from those companies that so desecrated and disregarded the Sabbath. These facts would have been withheld and buried in oblivion, had this class of writers (*St. Clair* among the rest) not dared to the proof. More facts might be stated, but it is deemed unnecessary. *St. Clair* has pressed *custom* into the argument—the custom of gentlemen and housewives. The former has little to do with an argument, wherein the benefits result to a different class altogether; and the latter may be some *old wives story*. We are contending for a different object—the benefits conferred on the enlisted men. They feel it—they know it—they appreciate it, much better than the host of writers who have attacked the order in the pages of the Magazine. Old custom has to give way and leave the field to the benevolent and philanthropic institutions of the present day. Let us not hear advanced as argument, in this day of reformation and intelligence, what it was customary to

do on the Sabbath; as if this great and intelligent nation was to follow the exploded customs of other nations in this respect. Forbid it Heaven. France, in the revolution of 1794, blotted the Sabbath from the vocabulary of days.—Are we to follow blind and infidel custom in the same track? No—every American heart will respond, no! This nation is not following the track of custom, as practised by many of the corrupt governments of Europe. She is marching in a different track. They are encouraged by her example to forsake several of the beaten paths of custom, of which intemperance in the army and nation is one of the most prominent. Every wind that blows from Europe across the Atlantic brings some tribute of praise, respect and admiration from the mother country to this, for our deviations from custom in these respects. Perhaps, formerly, we have been too much in the habit of copying from them. Many customs of a salutary tendency are founded in the laws of nature and eternal fitness of things, which experience has sanctioned in all ages and nations; but the breach of the Sabbath, by national laws, customs, &c., has invariably and certainly brought down on the transgressors national curses. Long may the Sabbath be venerated by all classes of men in this happy land; and may those who wield the destinies of this republic shew their esteem of its utility, by allowing all classes—civil, military, and naval, to partake of its cheering influence. The latter, of course, must of necessity be excluded from its benefit when at sea. One word in respect of temperance. St. Clair is referred to the December number of the United Service Journal, page 550; and he may rest assured, notwithstanding his assertion, that amongst the enlisted men, even the *drunkard* would not consent to exchange his coffee &c. for alcohol. His sneers and insinuations respecting myself I despise.—The statement respecting discipline, &c. being wretched during the last two or three years, is wholly unfounded. In cleanliness, drill, and police, I believe the army has attained a perfection that cannot be surpassed, according to the present system of tactics. Deserions are less frequent—courts martial are less frequent—punishment is quick and certain to the guilty; and I believe this constitutes a chief part of what military men deem military discipline to consist of. There may have been some feeling among the commissioned officers in consequence of some vexatious instructions in general orders; but none among the enlisted men, where I have had an opportunity to judge.

“A CITIZEN, &c.”

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#### POST FUND.

FORT —————, February 16th, 1835.

MR. EDITOR:—I have already in your Magazine treated at some length on the subject of the ‘post fund,’ but it is an important subject, and cannot be too often mentioned when new facts occur, connected with which facts, is the infringement upon “soldier’s rights.”

In my communication in the July No. 1834, page seventy-three, the *post fund*, among other things, was intended for relief to indigent widows officers and soldiers—relief to deranged or decayed officers or infirm or disabled soldiers.

That officers, or officers’ families, should derive any advantage from the post fund, is an evil and causes dissension, because it is an evil which emanates from a want of justice.

It is easy to prove this, by asking a simple question:—How is the post fund created? I have already, in a former number, stated that it arises, from the men’s (not officers,) rations of flour. The officer contributes nothing to it; or, at most (if any thing) ten or twelve cents each per month, as tax on the settler. These same officers, who contribute nothing to the post fund, have *all* to do with it. They compose the council of administration;—they get such newspapers, such books, &c. as suit their fancy; they pass laws, distribute the money, and in fine act as whole and sole proprietors of a fund, to which they do not contribute, and of which, the real contributors know nothing, nor are they asked a single question on the subject.

It is useless to dwell on a plain statement of facts; justice requires that *officers* should receive no benefit from the post fund; *but that the soldiers to whom*

*the fund belongs, should receive the whole, sole and entire advantage arising therefrom.*

While writing on this subject, permit me to say a few words upon another:

In the army regulations, page three hundred and nine, article seventy-two, section one thousand one hundred and fifty-four, it will be found that at all posts, with the exception of a few, mentioned in section one thousand one hundred and fifty-three, sales to *officers* from the commissary are prohibited, except at posts where subsistence cannot be procured from other sources: now it is a fact, that at many posts, (particularly where I am stationed) this article cannot be understood; or if it is, an unjust advantage is taken of it, for, in three hours from the time that an officer would give an order for any or all kinds of provisions, they would be ready; and at night the officer would be in possession of all that was ordered in the morning. Not only so, but there is a sutler's store at every post, where *soldiers* are obliged to resort, and which is open to *officers*. So much for the actual deviation from the meaning of the article alluded to; but I will state the facts, and offer a few comments:

In the case to which I allude, the *officers* of the post draw from the commissary, sugar, coffee, rice, beans, oil, vinegar, etc. etc., at the lowest contract price. Whereas the *soldiers*, when in need of the above articles, are obliged to resort to the sutler's, and pay at least double the price for which the officer obtains them. It may be asked, what reason has a soldier to want these articles, when rations are allowed him? The question is easily answered. The rations of coffee sugar, soap &c. are not by any means sufficient for the necessary wants of the soldier. It is true that the rations of sugar and coffee are sufficient to furnish *one* meal; but if soldiers should desire *two*, there is no regulation in the U. S. army to prevent their putting in requisition their small means to purchase them; nor is there any law which provides, that in so doing, they shall pay double the price that the officer does, when the officer's pay is ten times greater than the soldier's.

I do not intend to convey the idea that the soldier ought to receive from the commissary at contract prices. I only mean to assert, that the officer has not, or ought not to have, this right; or rather, that if the officer is entitled to it, so ought the soldier to be.

One more subject and I have done. Order one hundred, of November 5th 1832, says that, "at those posts where the troops *prefer* it," rice *may* be issued to the men in place of beans; but no where can I find a justification of its being *forced* upon men who do not eat it and who are injured by the issue of it.—At the post where I am, rice has been issued to the men for months past.—There are but few of them who eat it at all, nor does it agree with their constitutions. They must eat something, and so long as rice is given to them, their small pittance of six dollars per month, which is meant as pay for their services, must be used in supporting animal nature. Their being *forced* to spend their money in this way is any thing but just. If an order had ever been issued, directing that rice *should be issued* to men, when beans were scarce, however hard it would be, still they would bear it without a murmur; but there is no such order. The order above mentioned—section one hundred, states that "where men *prefer* rice, it *may* be issued to them." The fact is, at many posts rice is now issued to the troops, where the troops *do not prefer it*, and it calls forth the exclamation—Is this as it should be?

I have been led to these remarks from a pure disposition to benefit the soldier. Page after page is written for your Magazine by officers of talent, exerting that talent to benefit themselves; but diffidence and want of time prevents the soldier from writing in his own cause.

I have your words that "the soldier is as much entitled to a hearing as the general officer." These words have been universally approved, and I have no doubt that the commander-in-chief would admit, that they would accord with a spirit of justice.

On this account these few hurried lines are written and sent to you, wishing at the same time a wide and general circulation of both your periodicals.

PIKE.

[APRIL,

*Officers of Engineers, their Duties and Station.*

NAMES.	DUIES.	STATION.
General Charles Gratiot Colonel J. G. Totten Lieut. Colonel S. Thayer R. E. De Russey	Chief Engineer Superintending the building of Fort Adams fortifications in the harbor of Boston Military Academy, West Point fortification in the harbor of New York at Smithville at Pensacola	Washington. Newport, Rhode Island. Boston, Massachusetts. West Point, New York. New York. Smithville, North Carolina. Pensacola, Florida. Address, Philadelphia, Penn.
Major John L. Smith Geo. Blaney Captain W. H. Chase R. Delafield	rebuilding Fort Delaware, and Cumberland Road east of the Ohio	
Andrew Talcott	Improvements of the navigation of the Hudson river, New York, and on duty in establishing the boundary line of the State of Ohio	Norfolk, Virginia. Old Point, Virginia. West Point, New York.
W. A. Eliason Thomas J. Leslie C. A. Ordén	Superintending the building of Fort Calhoun Paymaster Superintending Cumberland Road, in Indiana and Illinois in Ohio	Terre Haute, Indiana. Columbus, Ohio. Newbern, North Carolina. Savannah, Georgia. Address, Memphis, Tenn. Charleston, South Carolina. West Point, New York.
First Lieut. Henry Brewerton George Dutton J. K. F. Mansfield	Superintending the improvements at Ocracock inlet, North Carolina fortifications in the harbor of Savannah, Georgia road from Memphis, Tennessee, to Little Rock, Arkansas	Washington, D. C. Newport, Rhode Island. Boston, Massachusetts.
Second Lt. Alex. H. Bowman Thomp. S. Brown W. H. C. Bartlett R. E. Lee A. J. Swift	Professor of Natural and Experimental Philosophy Assistant to Chief Engineer Colonel Totten Lieutenant Colonel Thayer do Major J. L. Smith Chief Engineer Captain Talcott, on Ohio boundary do Captain Ogden	do. New York city. Washington, D. C. Norfolk, Virginia. do. Terre Haute, Indiana.
Bvt. 2d Lt. F. A. Smith Jon. G. Barnard Geo. W. Cullum Rufus King William Smith Jno. Sanders		

*Officers of the Army on duty, under the orders of the Chief Engineer.*

1835.]

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NAMES.	REGIMENT.	STATION.
First Lieutenant E. S. Sibley	First Artillery	Detroit, Michigan.
Second Lieutenant R. C. Tilghman	Do	Columbus, Ohio.
Jno. C. Vance	Second Artillery	Brownsville, Pennsylvania.
H. Loughborough	Do	Columbus, Ohio.
W. R. McKee	Third Artillery	Brownsville, Pennsylvania.
First Lieutenant Horace Bliss	Fourth Artillery	Brownsville, Pennsylvania.
Jno. Pickell	Do	Do.
Geo. W. Long	Do	Tallahassee, Florida.
R. C. Smead	Do	Oswego, New York.
Second Lieutenant F. E. Hunt	Do	Terre Haute, Indiana.
Alfred Brush	Do	Detroit, Michigan.
First Lieutenant James Allen	Dragoons	Chicago, Illinois.
Second Lieutenant J. K. Greenough	First Infantry	Terre Haute, Indiana.
A. R. Hetzel	Second Infantry	Brownsville, Pennsylvania.
R. W. Colcock	Third Infantry	Do.
Thomas Stockton	Fifth Infantry	Columbus, Ohio.
Captain Henry Smith	Sixth Infantry	Monroe, Michigan.
Second Lieutenant A. Cady	Do	Terre Haute, Indiana.
Jonathan Freeman	Do	Do.
James Williams	Do	Brownsville, Pennsylvania.
George W. Cass	Seventh Infantry	Do.

## OFFICERS OF THE SUBSISTENCE DEPARTMENT.

*List of Assistant and Acting Assistant Commissaries of Subsistence, disbursing in the Subsistence Department.*

No.	NAME.	REGIMENT.	STATION.
1	Alexander A. B. acting	1st Lieut. 3d inf'y	Fort Towson.
2	Allston S. R. do	1st " 4th "	Fort Mitchell.
3	Beach J. do	2d " 1st "	Fort Armstrong.
4	Basinger W. E. do	2d " 2d art'y	Fort Jackson.
5	Babbitt E. B. a. c. s.	1st " 3d inf'y	Fort Jesup.
6	Brown Harvey do	Bt. Capt. 4th art'y	Fort Columbus.
7	Butler James R. acting	Mil. Storekeeper	Allegheny Arsenal.
8	Barry J. W. a. c. s.	2d Lieut. 1st art'y	Fort Washington.
9	Burgwin J. H. K. acting	2d Lieut. Dragoons	Des Moines.
10	Cross Osborn a. c. s.	1st Lieut. 1st inf'y	
11	Carter L. F. a. c. s.	1st " 7th "	Fort Gibson.
12	Chambers J. A. a. c. s.	1st " 2d art'y	Fort Pike.
13	Dimick Justin acting	1st " 1st art'y	Arsenal, Frankford.
14	Dade F. L. acting	Bt. Maj. U. S. A.	Key West.
15	Davis J. P. a. c. s.	2d Lieut. 7th inf'y	Fort Coffee.
16	Dancy F. L. a. c. s.	1st Lieut. 2d art'y	Fort King.
17	Eustis William acting	2d Lieut. dragoons	Camp near Fort Gibson.
18	Eaton N. J. a. c. s.	2d Lieut. 6th inf'y	Jefferson Barracks.
19	Eaton A. B. a. c. s.	2d Lieut. 2d inf'y	Fort Gratiot.
20	Fitzhugh W. H. act'g Ass't q. m. U. S. A.		Boston.
21	Grayson J. B. a. c. s.	1st Lieut. 2d art'y	Fort Wood.
22	Grenough J. K. a. c. s.	1st Lieut. 1st inf'y	On furlough.
23	Green Timothy a. c. s.	Bt. Capt. 1st art'y	Fort Monroe.
24	Greene Geo. S. a. c. s.	1st Lieut. 3d art'y	Fort Sullivan.
25	Harding E. acting	Captain Ordnance	Arsenal, Mount Vernon.
26	Harris W. L. a. c. s.	1st Lieut. 1st inf'y	Ft Crawford Pr du Chien.
27	Jamison L. T. a. c. s.	1st Lieut. 5th inf'y	Fort Dearborn, Chicago.
28	Irwin J. R. a. c. s.	1st Lieut 1st art'y.	Beaufort, N. C.
29	Kingsbury J. W. a. c. s.	1st Lieut 6th inf'y	St. Louis.
30	Lacy E. M. a. c. s.	2d Lieut 5th inf'y	Fort Winnebago
31	d'Lagnel J. A. a. c. s.	1st Lieut 2d art'y	Arsenal, Augusta.
32	Locke J. L. a. c. s.	1st Lieut. 2d art'y	Fort Brooke, Tampa Bay.
33	Lee Thomas J. acting	2d Lieut. 4th "	Baltimore.
34	Merrill M. E. a. c. s.	1st Lieut. 5th inf'y	Fort Howard, Green Bay.
35	Morrison P. a. c. s.	1st Lieut. 4th inf'y	New Orleans.
36	McClure J. acting	2d Lieut. 1st. inf'y	Fort Snelling.
37	Manning D. A. acting	2d Lieut. 4th inf'y	Bay of St. Louis.
38	Morris Gouv. a. c. s.	1st Lieut. 4th inf'y	Baton Rouge.
39	Mackay J. a. c. s.	2d Lieut. 2d art'y	Oglethorpe Barracks.
40	Nauman Geo. acting	1st Lieut. 1st art'y	Arsenal, Watervliet.
41	Phillips J. A. a. c. s.	1st Lieut. 7th inf'y	West Point.
42	Prentiss H. E. acting	2d Lieut. 2d art'y	Fort Morgan, Mobile Pt.
43	Penrose J. W. a. c. s.	2d Lieut. 2d inf'y	Fort Mackinaw
44	Petigrue Charles acting	2d Lieut. 4th art'y	Greenleaf's Point.
45	Paige Timothy a. c. s.	1st Lieut. 4th inf'y	
46	Russel S. L. a. c. s.	1st Lieut. 2d inf'y	Hancock B'ks, Houlton.
47	Ripley James acting	Captain Ordnance	Arsenal, Kennebeck.
48	Scott J. B. a. c. s.	1st Lieut. 4th art'y	On furlough.
49	Smith J. R. a. c. s.	1st Lieut. 2d inf'y	Fort Brady.

## LIST—Continued.

No.	NAMES.	REGIMENT.	STATION.
50	Scott Moses	acting 2d Lieut. 5th inf'y	Depot, New York harbor.
51	Steen E.	acting 2d Lieut. Dragoons	Fort Leavenworth.
52	Tomkins D. D.	a. c. s. 1st Lieut. 3d art'y	Ft Trumbull, N. London.
53	Tufts D. H.	acting 2d Lieut. 4th art'y	Arsenal, St. Louis.
54	Taylor Francis	a. c. s. 1st Lieut. 1st art'y	Fort Severn.
55	Thornton A. W.	a. c. s. Bt. Capt. 4th inf'y	Sick, absent.
56	Vinton J. R.	a. c. s. Bt. Capt. 3d art'y	Fort Preble.
57	Wade R. D. A.	a. c. s. 1st Lieut. 3d art'y.	Fort Wolcott.
58	Williams E. R.	acting 2d Lieut. 1st inf'y	Fort Armstrong.
59	Winder J. H.	a. c. s. 1st Lieut. 1st art'y	Fort Johnston, Smithville.
60	Wall Wm.	acting 2d Lieut. 3d art'y	Fort Constitution.
61	Whiting D. P.	acting 2d Lieut. 7th inf'y	Depot, Newport Ky.
62	Williamson J.	a. c. s. 1st Lieut. 1st art'y	Charleston, S. S.

## MILITARY INTELLIGENCE.

## DETAILS.

Captain James W. Ripley, of the ordnance, appointed superintendent of inspections of ordnance and projectiles at the foundries, vice lieutenant colonel Worth, assigned to the command of one of the largest arsenals of construction, March 5, 1835.

Captain J. Vail, of the first infantry, directed to proceed to New York, to take charge of a detachment of eighty-nine recruits, for Fort Towson, via New Orleans. Assistant Surgeon Randall (now at Fort Wood) will join the detachment at New Orleans; and after the arrival of the troops at Fort Towson, he will return to New Orleans for duty. Assistant Surgeon Cuyler (now at Baton Rouge) will relieve Dr. Randall at Fort Wood.

Captain W. R. Jouett, of the first infantry, directed to proceed to Carlisle, Pa. to conduct the recruits enlisted by Captain Sumner for the dragoons to the cantonment at des Moines.

Lieutenant J. E. Newell (since dead) of the seventh infantry, ordered to Carlisle, Pa. on recruiting service for the dragoons.

Lieutenant John Mackay, second artillery, assigned temporarily to engineer duty, on the survey of the Savannah river, near Savannah, 14th March.

Brevet second lieutenant T. A. Morris, first artillery, assigned to duty in the engineer department, on the Cumberland road at Terra Haute, Indiana, 16th March.

Lieutenant Charles Petigru, of the fourth artillery, ordered to the command of the Apalachicola arsenal, Florida, in consequence of the death of captain Hills, 20th March, 1835.

Lieutenant John Child, of the third artillery, temporarily assigned to engineer duty under the orders of lieutenant colonel Totten, at Newport, R. I.

## APPOINTMENTS.

First lieutenant George D. Ramsay, of the first artillery, captain of ordnance, 14th March, 1835, vice Hills, deceased.

Samuel P. Moore, of South Carolina, assistant surgeon, 14th March, 1835.

Alexander T. Suter, assistant surgeon, and ordered to duty at Fort Morgan, Mobile, Alabama.

Second lieutenant A. R. Hetzel, of the second infantry, assistant quarter master, and ordered to repair to head quarters.

## RESIGNATIONS.

Brevet Major R. B. Hyde, seventh infantry, 31st December, 1834.

Captain Jesse Bean, dragoons, to take effect 31st May, 1835.

Assistant Surgeon B. R. Hogan, to take effect 30th April, 1835.

First lieutenant Asa Richardson, sixth infantry, to take effect 30th April, 1835.

Second lieutenant E. R. Williams, first infantry, to take effect 30th June, 1835.

First lieutenant N. Sayres Harris, third infantry, to take effect 31st May, 1835.

## MOVEMENTS OF TROOPS.

The schooner Virginian, with two of the companies of troops destined for Fort King, arrived at Savannah on the 3d March, in four days from fortress Monroe.

The brig Union, having on board companies C and I, of the third regiment of artillery, destined for Fort King in Florida, arrived at Savannah on the 11th March, from fortress Monroe.

Companies C and F, of the fourth regiment of infantry, left the Cherokee nation in Tennessee on the 4th March, for Fort Mitchell. The following officers are attached to this command:—First lieutenant E. Phillips, second lieutenants C. S. Howe, and S. R. Allston, and brevet second lieutenant J. L. Hooper.

When the duties assigned to the companies of the fourth infantry, under the command of brevet major McIntosh at Fort Mitchell, Alabama, shall have been performed, the troops will re-occupy their former positions at camp Armistead and camp Cass, in the Cherokee country, Tennessee.

We learn from Fort Towson, that agreeably to the directions of lieutenant colonel Vose, the remains of General LEAVENWORTH have been disinterred and removed to that post, where a funeral service was performed, and the highest military honors paid, which were due to the rank of the deceased. The remains would leave Fort Towson about the first ultimo, to be conveyed to Delhi, in the State of New York, the former residence of General L., where they are to be re-interred.

At the same time, the remains of lieutenant G. W. McClure, of the dragoons, who died on the same day, were removed to Fort Towson, and re-interred with military honors.

## NAVAL INTELLIGENCE.

**WEST INDIES.**—The U. S. schooner Grampus, lieutenant commandant White, arrived at Pensacola on the 17th March, from a cruise among the Virgin, Windward and Leeward Islands, and on the Spanish main—last from Curacao and Jamaica. The officers and crew, have enjoyed excellent health during the cruise. The Grampus arrived at St. Thomas on the 3d January, and exchanged salutes with Fort Christian; arrived at Port Royal, (Jamaica) on the 1st. February.

The following is a list of her officers:—John White, Esq. *Commander*—Wm. B. Lyne, James Noble, *Lieutenants*—Sterret Ramsey, *Purser*—John M. Gardner, *Acting Master*—George W. Evans, *Assistant Surgeon*—Thomas A. Mull, Charles S. Ridgely, George McCreery, *Passed Midshipmen*—Thurston M. Taylor, John G. Anthony, George W. Harrison, *Midshipmen*—James F. Peniman, *Captain's Clerk*—William Dunn, *Acting Gunner*—Eswin J. Leedom, *Purser's Steward*.

The ship St. Louis, Captain McCauley, arrived at Pensacola on the 1st March, from a cruise in the Gulf of Mexico. The officers and crew enjoyed good health.

The following is a list of her officers:—Charles S. McCauley, *Master Commandant*—Samuel Mercer, H. H. Morris, N. C. Lawrence, C. M. Armstrong, A. B. Fairfax, *Lieutenants*—Samuel Swartwout, *Acting Master*—S. W. Ruff, *Surgeon*—Francis B. Stockton, *Purser*—G. W. Peete, *Assistant Surgeon*—R. W. Meade, *Passed Midshipman*—Robert P. Welsh, Stephen Dod, John S. Booth, Charles W. Morris, D. R. Crawford, Edmund Lanier, W. P. Bradburn, W. M. E. Adams, James McCormick, James D. Johnson, M. Hunt, J. A. W. Sands, B. S. Grant, E. Donaldson, *Midshipmen*—W. P. Moran, *Captain's Clerk*—Tho. Boyce, *Sailmaker*—Charles Woodland, *Boatswain*—R. H. Berry, *Carpenter*—Charles Wade, *Gunner*—Mathew Alwyn, *Purser's Steward*.

The ship Falmouth, Capt. Rousseau, arrived at Pensacola on the 17th March, from a cruise among the Windward Islands. All well.

**MEDITERRANEAN.**—Mr. C. S. Mead, passenger in the brig Alice, at New York, from Cadiz, informs that he left at Port Mahon, on the 15th of January, the U. S. ship Delaware, frigate Potomac, sloop-of-war John Adams, and sch'r Shark. All well on board.

The frigate Constitution was towed up to the Navy Yard at New York, by the steamboats American Eagle and Flushing, on Wednesday the 11th March; when opposite the battery she fired a salute. On Sunday morning, 15th March, the ship was towed down the harbor by two steamboats, and went to sea about ten o'clock with a pleasant breeze.

**BRAZIL.**—At Rio Janeiro, on the 11th January, the U. S. ship Natchez, Captain Zantinger, (bearing the broad pendant of Commodore Renshaw,) for the river in three or four days. Schooners Enterprize, Lieut. Com. Campbell, and Boxer, Lieut. Com. Page; the latter sixty-two days from Norfolk, had experienced very severe weather, lost spars, &c., was repairing and would sail in five or six days, for the Pacific.

List of officers of the U. S. schooner Enterprize:—A. S. Campbell, *Lieut. Commanding*. James D. Knight, John C. Sharp, *Acting Lieutenants*. Thomas R. Rootes, *Acting Master*. William A. Bloodgood, *Purser*. John A. Lockwood, *Assistant Surgeon*. H. J. Hartstene, *Passed Midshipman*. J. P. B. Adams, N. Reeder, S. Shipley, R. Weedon, F. Winslow, *Midshipmen*. Holt Wilson, *Captain's Clerk*.

The Steward of the Enterprize, who was charged with an attempt to blow up that vessel, was tried by a court martial and acquitted.

The U. S. ship Ontario, Captain Salter, was at Rio Janeiro on the 16th February—all well; last from the Falkland Islands.

The ship Erie, Captain Percival, was at Pernambuco on the 12th January.

**LATE FROM THE PACIFIC.**—We have received advices from our squadron in the Pacific to a late date.

The frigate Brandywine, sloop-of-war Fairfield, and schooner Dolphin, were at Callao on the 13th January. The Fairfield was to sail in about ten days, for the coast of Mexico and Colombia.

The Vincennes, sloop-of-war, was at Panama on the 25th February—all well. Lieut. Charles H. Bell, late first of the Vincennes, has been appointed to the command of the Dolphin, *vice* Lieut. Com. R. Voorhees, who has returned home on leave, and arrived at New York in the schooner Climax, Chagres. Lieutenant J. A. Carr is at present first of the Vincennes.

The following transfers in the squadron have been made:

*From the Vincennes to the Brandywine.*

A. B. Cooke, *Fleet Surgeon.* Assistant Surgeon, J. F. Sickels. *Acting Master,* Robert Handy. *Midshipman,* J. L. Parker.

*From the Brandywine to the Vincennes.*

Surgeon, A. A. Ade. Assistant Surgeon, J. C. Palmer. *Acting Master,* S. P. Lee. *Midshipmen,* D. M. Key, J. L. Hannegan.

*List of Officers ordered to the ship Peacock, bound to the East Indies.*

Commander, E. P. Kennedy, Esq. Lieutenants, C. K. Stribling, G. N. Hollins, W. Green, C. C. Turner, Murray Mason. *Fleet Surgeon,* W. S. W. Ruschenberger. *Assistant Surgeon,* David Harlan. *Purser,* F. G. McCauley. *Acting Master,* S. Godon. *Passed Midshipmen,* John Weems, W. Rogers Taylor, W. Leigh, B. S. B. Darlington. *Midshipmen,* J. Contee, G. W. Chapman, W. S. Drayton, C. Richardson, E. S. Hutter, P. C. Vanwyck, S. B. Lee, B. D. Izard, J. C. Williamson. *Boatswain,* John Knight. *Gunner,* Archibald Lewis. *Carpenter,* William Peterson. *Sailmaker,* James Ferguson.

#### EXAMINATION OF MIDSHIPMEN.

NAVY DEPARTMENT, March, 19, 1835.

A board for the examination of Midshipmen whose warrants have date prior to the 1st of January, 1830, will be convened at Baltimore on the second Monday in May next.

It is expected that those who may be entitled to an examination, under the regulations of the Department, will attend at the above-mentioned time and place, and report to Commodore Jacob Jones, president of the board.

MAHLON DICKERSON.

The board, which has been ordered to convene in Baltimore next month, for the examination of Midshipmen, will be composed of Commodore Jacob Jones, President, and Captains Read, Ballard, Dallas, and Kearny.

The mathematical examiners are, Mr. E. C. Ward, of New York, and Mr. P. J. Rodriguez, of Norfolk.

#### RESIGNATION.

Midshipman William H. Inskeep, 20th March.

#### MARRIAGES.

At Philadelphia, on the 2d March, Passed Midshipman CHARLES CRILLON BARTON, of the U. S. Navy, to ANNA, eldest daughter of HUGH F. HOLLINGHEAD, Esq., of that city.

At Pensacola, on the 19th Feb. Lieutenant ALEXANDER H. BOWMAN, U. S. corps of Engineers, to MARY LOUISA, daughter of Antoine Collins Esq.

At Annapolis, Md., on the 3d March, Lieutenant SAMUEL B. DUSENBURY, of the U. S. Army, to MARY, eldest daughter of the late Thomas Hamilton Bowie, Esq. of that city.

#### DEATHS.

In Washington, on the 3d March, Mrs. ELIZA R. aged 22 years, consort of Judge POWHATAN ELLIS, of Mississippi, and daughter of T. Winn, Esq. Purser U. S. Navy.

At Chattahoochee, Florida, on the 25th February, Captain JOHN HILLS, of the U. S. Ordnance Corps.

At St. Louis, Mo. on the 24th Feb. (killed, by being thrown from his horse,) Passed Midshipman WILLIAM C. FAR-RAR, of the Navy.

In Philadelphia, on the 5th March, Capt. THOMAS TOWN, late of the U. S. Army, in the 54th year of his age.